

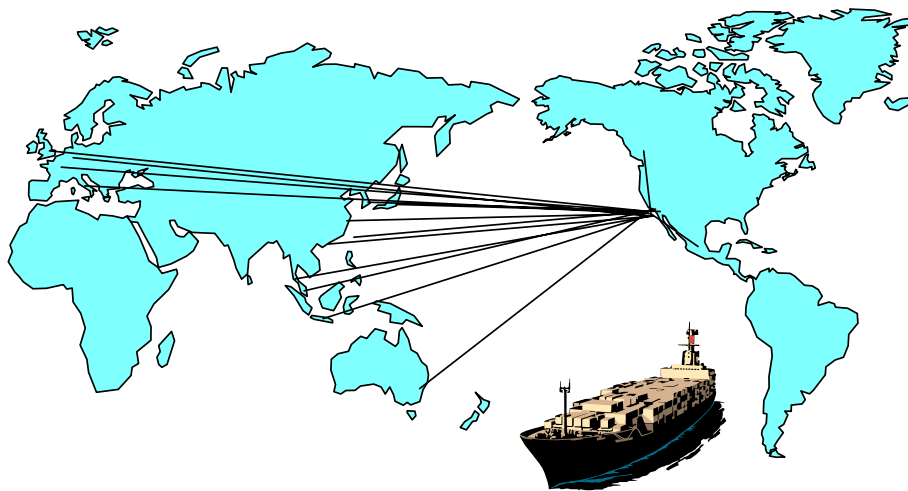


WORLD TRADE CENTER ASSOCIATION
LOS ANGELES - LONG BEACH

International Trade Trends & Impacts:

The Southern California Region

2006 Results and 2007 Outlook



May 2007



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About the World Trade Center Association Los Angeles-Long Beach

The mission of the World Trade Center Association LA-Long Beach (WTCA LA-Long Beach) is to support the international business development of Southern California companies. WTCA LA-Long Beach is the leading trade association and international clearing house for the Los Angeles region. WTCA membership includes nearly 300 sister WTCs in 100 countries. Over 750,000 companies are affiliated with WTCA members worldwide. The WTCA LA-Long Beach is a subsidiary of the Los Angeles County Economic Development Corporation. For more information, please visit www.wtca-lalb.org.

The LAEDC, the region's premier business leadership organization, is a private, non-profit 501(c)3 organization established in 1981.

Our mission is to attract, retain, and grow business and jobs in Los Angeles County.

From 1996 through March 2007, the LAEDC has helped retain or create more than 132,000 jobs, providing \$5.6 billion in annual economic impact from salaries and \$95 million in annual tax revenue benefit to Los Angeles County.

:: Regional Leadership ::

The members of the LAEDC Board of Governors are civic leaders and ranking executives of the region's leading public and private organizations. Through financial support and direct participation in the mission, programs and public policy initiatives of the LAEDC, the board is committed to playing a decisive role in shaping the region's economic future.

:: Business Services ::

The LAEDC's Business Development and Assistance Program provides essential services to local businesses at no cost, including coordinating site searches, securing incentives and permits, identifying traditional and non-traditional financing including industrial development bonds. LAEDC also works with workforce training, transportation and utility providers.

:: Economic Information ::

Through our public information and for-fee research, LAEDC provides critical economic analysis to business decision-makers, media and government. We publish a wide variety of industry-focused and regional analyses, and our Economic Forecast has been ranked #1 by the Wall Street Journal.

:: Economic Consulting ::

The LAEDC consulting practice offers thoughtful, highly regarded economic and policy expertise to private- and public-sector clients. The LAEDC takes a flexible approach to problem solving, supplementing its in-house staff when needed with outside firms and consultants. Depending on our clients' needs, the LAEDC will assemble and lead teams for complex, long-term projects; contribute to other teams as a subcontractor; or act as sole consultant.

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Executive Summary

- ✎ There will be continued growth at the ports of Long Beach and Los Angeles in 2007. The total number of containers handled should increase by 9.2% to 17.2 million TEUs. This will be somewhat smaller than 2006's gain of 11.0%. Shippers continue to have confidence in the ability of the ports to handle the traffic. Some diverted traffic has apparently returned to the San Pedro ports.
- ✎ The total value of two-way trade handled at the Los Angeles Customs District in 2007 should move ahead by 13.3% to \$373.4 billion.
- ✎ The Los Angeles Customs District retained its first place ranking in total two-way trade value in 2006, with a 12.1% increase to \$329.4 billion. The New York Customs District was number two in the nation, with a 10.3% gain to \$295.0 billion. Detroit retained its third place ranking in 2006, with an increase of 4.4% to \$238.5 billion. The weak growth at Detroit reflected the troubles in the auto sector.
- ✎ In 2006, China continued to widen its lead as the Los Angeles Customs District top trading partner, with a 15.6% increase to \$126.0 billion in two-way trade. Japan remained in second place in this measure, with a 9.1% gain to \$50.7 billion. South Korea remained in third place, up by 15.6% to a two-way trade total of \$20.7 billion.
- ✎ The largest export commodity out of the Los Angeles Customs District in 2006 was "electrical apparatus" with a value of \$12.1 billion. The top import commodity was electronic machinery with a value of \$34.3 billion.
- ✎ International trade continued to be a reliable employment generator for the Los Angeles five-county area, with an increase of 35,000 jobs in 2006.
- ✎ Despite all this good news, the international trade industry in Southern California faces a rather daunting array of challenges, including:
 - Rail capacity at and near the ports is approaching capacity. Plans have been announced; however, many proposed projects are years away from completion.
 - The international trade industry has been fiercely criticized about pollution generated by its heavy use of diesel power. Several mitigation efforts are underway, but they need to be better communicated to the general public.
 - While container fee proposals have failed to be approved or signed into law on the West Coast, more are being mooted. Future proposals need to be balanced between the needs and concerns of all stakeholders.
 - The labor contract between shippers and longshoremen on West Coast ports expires in 2008. While it is difficult to forecast the likelihood of a labor action similar to the one that occurred in 2002, shippers are beginning to hedge their positions.
 - Implementation of the much delayed Transportation Workers' Identification Credential (TWIC) Program will finally begin in 2007. Port workers, shippers, and truckers are worried about the costs and the adverse effects that the program will impose on their businesses.
- ✎ The international trade industry in Southern California, despite its size, still remains badly fragmented. All the players need to see the bigger picture and work together more effectively. Opposition to trade and infrastructure expansions will continue to be fierce if residents do not understand the economic benefits of international trade

Introduction

The "industry" of international trade in Southern California will experience see many conflicting forces during 2007. Record levels of cargo will be handled at the ports of Los Angeles and Long Beach despite slower U.S. economic growth. However, port security will still be a challenge, as government entities struggle to get the TWIC up and running. Environmental problems caused by international trade will continue to be the subject of vigorous debate, although the twin ports are moving quickly to mitigate the problem.

Allied to the latter are some key infrastructure projects necessary to keep up

with surging cargo volumes. Environmental challenges have held them up. Fingers will also be crossed that no land-side congestion develops during 2007. Hanging over all this is the question of how to pay for all needed infrastructure and environmental enhancements. Opponents of fees or container charges brandish the stick of cargo diversion to other ports. However, other ports are coping with congestion and are paying attention to environmental issues. 2007 will be another interesting year for international trade.

Trade Results for 2006

The Los Angeles Customs District retained its first-place ranking in **total two-way trade value** during 2006, with a 12.1% increase to \$329.4 billion. The number two New York District saw a 10.3% gain to \$295.0 billion. Trade value at number three Detroit (which is heavy on autos) rose by a weak 4.4% to \$238.5 billion.

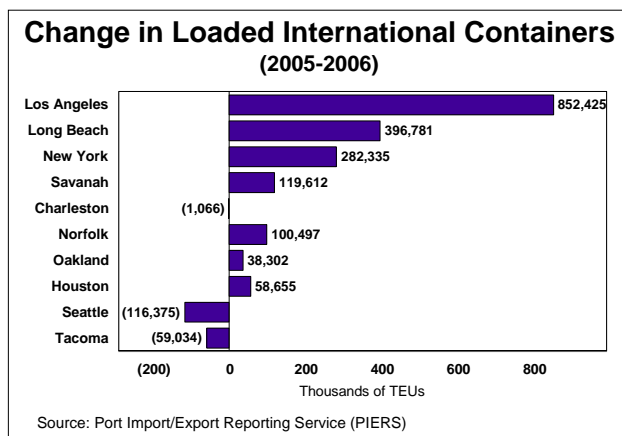
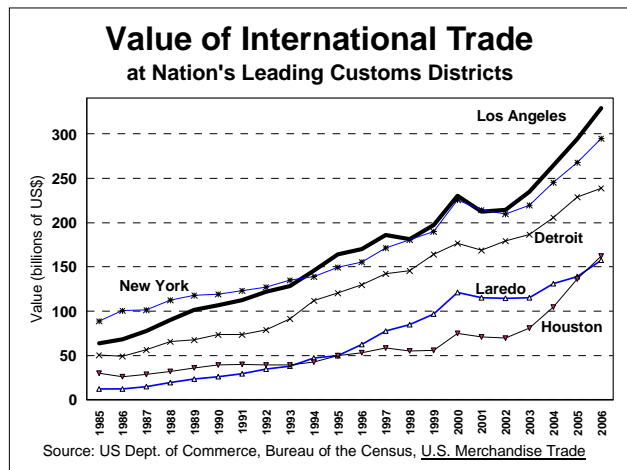
There were some changes in the top ten trade dollar rankings. Savannah edged out Buffalo to become the 10th largest customs district. Houston passed Laredo to become the fourth largest customs district. It likely benefited from traffic diversions from New Orleans and higher oil prices.

The San Francisco District once again broke the \$100 billion mark in 2006. But it still has

a ways to go to reach its previous peak of \$127.2 billion in two-way trade recorded in 2000 (the peak of the tech sector boom).

Among the nation's top ten customs districts based on two-way trade value, the strongest growth in 2006 belonged to Seattle (+19.4%), followed closely by Houston (+19.2%). The slowest growth was recorded by the Detroit Customs District with just a 4.4% gain. Detroit was affected by lower production of the U.S. Big Three automakers.

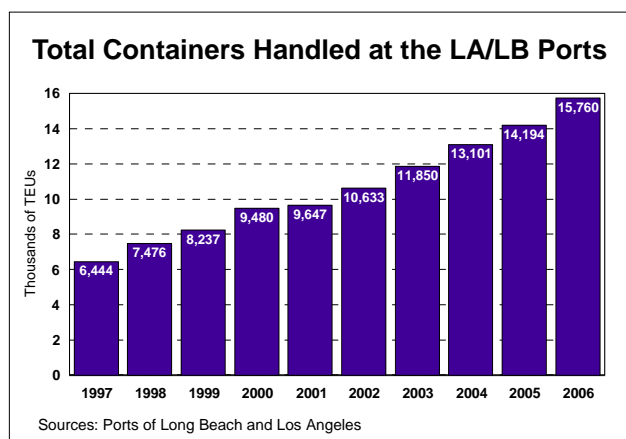
While not in the top ten, the San Diego Customs District had a good year in 2006, with two-way trade value increasing by 16.9% to \$50.8 billion. The strength here was in imports (of which 76.2% were from Mexico), with the value up by 22.3%.



The state of California saw its overall 2006 total two-way trade value rise by 12.6% to \$491.3 billion, a new record level. Even though the San Francisco District was not back to its previous high, both Los Angeles and San Diego moved up to new record levels of activity during 2006.

The other measure of international trade activity is the **number of containers handled**. (Containers are measured in TEUs or 20-foot equivalent units. Most of the containers nowadays are 40-feet, or two TEUs.)

Port of Los Angeles (POLA) was the biggest gainer on both actual counts and percentage basis in 2006. The largest port in the nation, it recorded a 17.5% increase in loaded TEUs handled to 5.72 million TEUs in 2006, compared with 4.87 TEUs in 2005. Its neighbor Long Beach saw the second largest percentage increase at 9.0% (to 4.79 million TEUs). The twin ports combined handled a record 10.51 million loaded TEUs in 2006, up by 13.5% from 9.26 million TEUs in 2005. Third place New York had the third highest percentage increase at 8.3% (to 3.67 million TEUs). The ports of Seattle and Tacoma, the two big growth leaders in 2005, saw 8.7% and 5.1% declines, respectively in 2006.



Trade in services

All the data in this report are for goods and do not include international trade in services. Some data on service trade are available at the

All these numbers are instructive. People who tout diversion of traffic from Los Angeles/Long Beach have to recognize that all U.S. ports are struggling with capacity issues. Furthermore, once the containers are unloaded, moving them from port to final destination presents another huge challenge for the increasingly stretched U.S. transportation network.

Preliminary information on **world port rankings** for 2006 indicates that the Los Angeles/Long Beach complex held on to their number five ranking based on total TEUs handled (including empties). Singapore stayed at the top of the list for the second year with 24.8 million TEUs, followed by Hong Kong with 23.2 million TEUs. Shanghai was third at 21.7 million TEUs (up from 18.1 million in 2005), while Shenzhen was fourth with 18.5 million TEUs. Shanghai opened a major port facility in 2006. LA/LB came in fifth with 15.8 million total TEUs. It should be noted that a lot of trans-shipping goes on at Asian ports -- containers come in by coastal ship or down rivers on barges, and are then transferred to the big ships.

Note: People often call the LAEDC trying to find the address and phone for the "Los Angeles Customs District." There is no physical entity. The trade data are collected by the U.S. Department of Commerce, and the "customs district" is a reporting device. The Los Angeles District includes the ports of Hueneme, Long Beach, and Los Angeles; Los Angeles and LA/Ontario international airports; several oil terminals along the coast; and McCarran Field in Las Vegas.

The San Francisco District includes all ports and international airports in the northern half of the state plus Reno, NV. The San Diego District includes the port, airport, and the border crossings with Mexico.

national level, but not at the state or local level. However, services are a significant export for the Los Angeles area.

The biggest example: in 2006, international film box office receipts totaled \$25.8 billion, but a good share of that goes to theater owners. According to the U.S. Department of Commerce, U.S. receipts for U.S. film and television tape rentals abroad totaled \$10.4 billion in 2005 (this would go to the film companies). U.S. "payments" for foreign film and television tape rental were \$0.9 billion. Video games are evidently not included in these numbers.

Another example: international tourists to Los Angeles County spent \$4.1 billion in 2006 (some people don't think of this as an

"export," but it is, since tourists do a lot of shopping and take goods home with them. Their spending on food and lodging represents revenue for our service industries.). Other service exports come from architecture and engineering work performed by Los Angeles-based firms, as well as from international students attending local colleges and universities.

And how would one value the design work done by local apparel and furniture/home furnishings firms for goods that are produced in Asia and imported to the United States through the local ports?

West Coast port trends

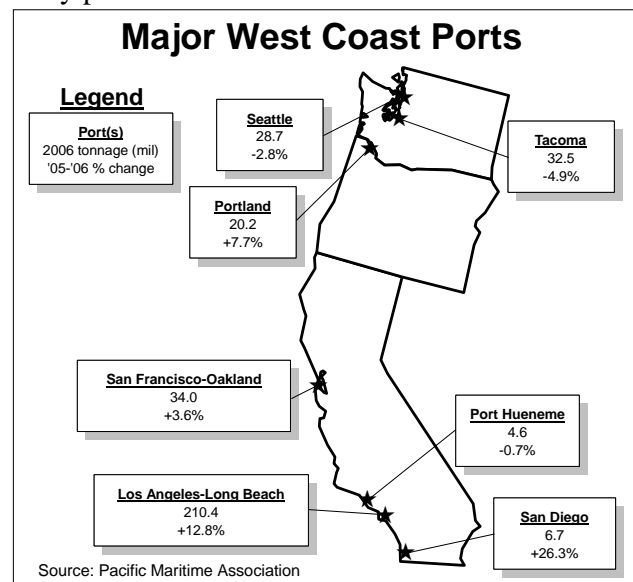
Tonnage-based measures of activity compiled by the Pacific Maritime Association for West Coast ports were mainly positive in 2006. Only the ports of Tacoma (-4.9%), Seattle (-2.8%), and Hueneme (-0.7%) saw declines in tonnage. Overall, West Coast ports processed 361 million short tons of cargo, a 7.7% increase from 335 tons processed in 2005.

San Diego set the pace on a percentage growth basis, rising by 26.3% to a total of 6.7 million short tons. The Los Angeles/Long Beach complex was second with a 12.8% gain to 210.4 million tons, which was 58.3% of the West Coast total. Third was the Port of Portland (and St. Helens), up by 7.7% in 2006 to a total of 20.2 million tons. (This illustrates the dominance of the LA/LB complex: the numerical increase of the LA/LB complex in 2006, 23.9 million tons, was larger than the total tonnage processed by the Port of Portland!) Portland was followed by the San Francisco Bay/Oakland collection of ports, which saw a 3.6% increase to a total of 34.0 million tons.

Three ports saw declines in tonnage during 2006. Port Hueneme's traffic was down by 0.7% in 2006 to 4.6 million tons. Seattle, which was the biggest gainer in 2005, saw a 2.8% decline in 2006 to 28.7 million tons. Tacoma suffered the most in percentage terms with a 4.9% decline to 32.5 million tons.

On the basis of total tonnage handled, Los Angeles/Long Beach again was the West Coast giant with a gain of nearly 23.9 million short tons during 2006. Portland was second in this measure, up by over 1.4 million tons, while San Diego was third with an increase of nearly 1.4 million tons. The San Francisco/Oakland complex placed fourth with a 1.2 million ton gain.

The Los Angeles/Long Beach port complex lost market share (in terms of tonnage) on the West Coast during 2004 and 2005, due to congestion concerns and resulting traffic diversion. In 2006, however, the San Pedro Bay ports bounced back to a 58.3% share.



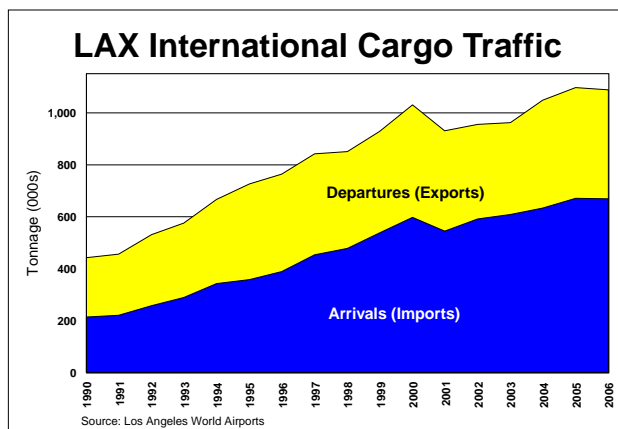
Airport results

International air freight tonnage at Los Angeles International Airport declined by 1.0% in 2006 to 1.088 million tons, the first year-over-year decline since 2001 when the 9/11 attacks affected global transportation. Import activity decreased by 0.2%, while export tonnage recorded a 2.3% drop. This does not imply that air freight is losing its importance, however. The value of air cargo rose by 7.8% in 2006 to \$80.2 billion, reflecting an increase in the value-to-weight ratio, especially for U.S. exports.

LA/Ontario International Airport continued to see very rapid growth in 2006, with a 45.0% gain to 35,879 tons. ONT is the west coast Hub of all UPS air freight operations and is also a major distribution point for FedEx. A 110-acre new air cargo complex will further add to ONT's attractiveness as an air cargo airport.

Airborne exports and imports through the Los Angeles Customs District tend to be smaller

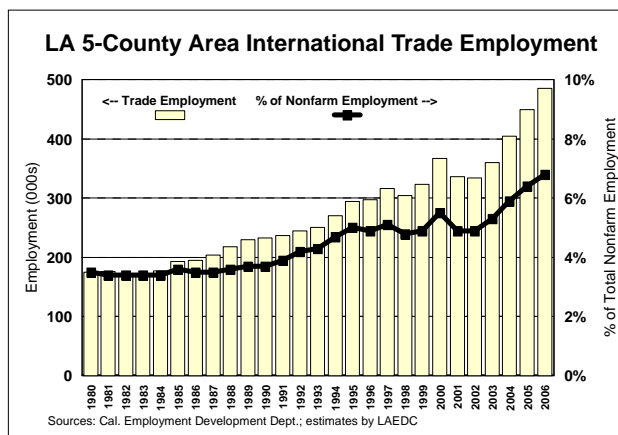
(in size), high-value products. In 2006, 45.5% of all exports by value, \$41.2 billion, moved by air. That's a slight decline from the 2005 share of 46.7% (by value). The best examples are electronic machinery and electrical components. Only 16.6% of total imports moved by air freight, a decline from the 17.2% share in 2005. Imports that come in by air include precious stones -- 88.4% of this type of import into Los Angeles moved by air in 2006.



Job trends

International trade continued to be a significant source of new jobs for the Los Angeles five-county area. In 2006, direct international trade created 35,000 additional jobs, moving the annual average employment to 485,100 workers.

Many of these jobs tend to be high-wage, and are found in a wide variety of activities, including vessel operation, services to vessels, cargo handling, surface transportation (rail and truck), air cargo, trade finance, freight forwarding, customs brokers, insurance and government agencies. Many of these jobs are not captured by the wage and salary employment numbers from the state Employment Development Department. The best examples are the truck drivers who move the containers into and out of the steamship terminals (they are independent business people), and railroads.

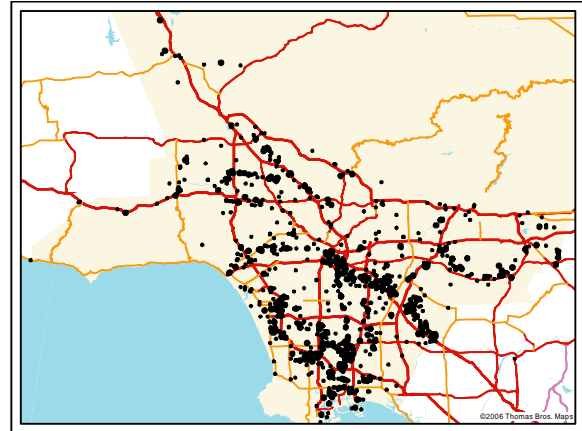


Where are the largest concentrations of international trade jobs in Los Angeles County? Obviously, they are around the port area. However, there is another concentration running south from downtown Los Angeles along the I-5 freeway. The western end of the Riverside-San Bernardino area is another hot spot, due to the concentration of large warehouse/logistics facilities that process all the imported goods. The southern San Gabriel

Valley (i.e. City of Industry) also has many trade-related firms due to distribution operations there.

Logistics is a leading growth industry in Southern California. To facilitate further growth, the LAEDC, the California State University System, the California Community Colleges, and the Southern California Leader Council have established the California Transportation and Logistics Institute (CaTLI) to address the critical need for job development and training in the area of logistics and transportation.

Trade & logistics firm distribution



Real estate impacts

International trade flows have had a huge impact on the industrial real estate market in Southern California. Even though manufacturing employment in the region is not growing, the "industrial" vacancy rate in Los Angeles County was only 1.5% at year-end 2006, while the Riverside-San Bernardino area was at 4.4%. Los Angeles County has the tightest industrial market in the country. Demand for industrial space is expected to remain strong during 2007.

Large blocks of land for logistics facilities are difficult to find in Los Angeles County, especially close to the ports. The San Gabriel Valley sub-market, which is a popular location for distribution facilities, had a 1.2% industrial vacancy rate at year-end 2006. Worse yet, the Valley is running out of large blocks of land.

The Riverside-San Bernardino area's western end is also starting to bump up against land availability challenges. Firms are now looking at going up over the Cajon Pass into the "High Desert" area. The latter is the location of the Southern California Logistics Airport, which can handle large cargo aircraft because of its long runways.

Another area making a pitch for distribution facilities in California is the Central Valley of the state (e.g., Bakersfield), which touts its access to both the Los Angeles/Long Beach ports and also to the Port of Oakland.

Given the shortage of land in Los Angeles County, there are sporadic discussions about building multi-level distribution centers. Some of these have been built in Asia. The big hurdle is construction costs.

Trade infrastructure projects

There are several trade-related infrastructure projects underway in the five-county area. Close to the ports, there is State Route 47, a \$400 million expressway improving connections between the steamship terminals and major freeways. At Los Angeles International Airport, runway improvements are under construction, to improve safety as well as accommodate the A380 super jumbo jet.

At the ports themselves, a host of project economic impact reports (EIRs) are in process, including one for a new container terminal at Pier S in Long Beach. At Los Angeles, wharf and backland improvements are underway at Pier 300, while there will be further work on the main channel deepening programs (to handle the mega-ships).

In cooperation with the Port of Los Angeles, BNSF is developing a near-dock rail facility, called Southern California International

Gateway (SCIG). It will move containers onto trains that utilize the Alameda Corridor express freight rail lines and reduce the truck traffic on the I-710 by one million truck trips per year. SCIG will also take some pressure off Hobart Yard near Downtown Los Angeles.

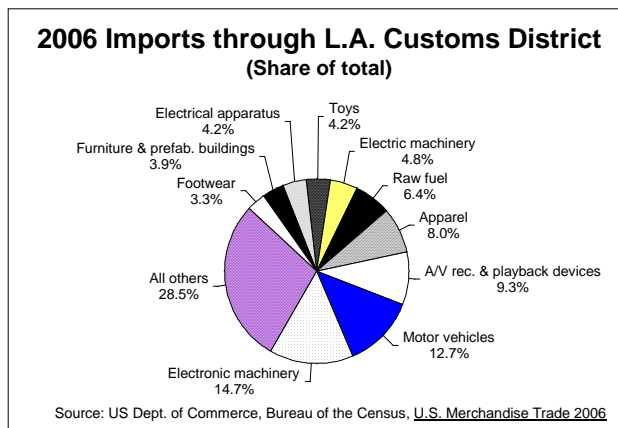
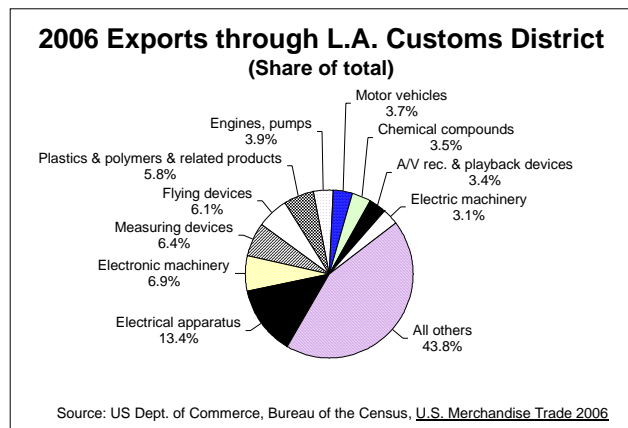
The BNSF also plans to add a third track over the Cajon Pass, driven by international trade volumes. Union Pacific will do a major reconfiguration of its Intermodal Container Transfer Facility (ICTF), which will double its capacity.

Trade commodities

Exports: The largest export commodity out of the Los Angeles Customs District during 2006 was once again "electrical apparatus," with a value of \$12.1 billion, up from \$10.8 billion in 2005. Since these are small, high-value items, 93.3% moved by air. The number two export commodity was electronic machinery with a value of \$6.2 billion, followed by measuring devices which were valued at \$5.8 billion. "Flying devices" (mostly aircraft and helicopter parts) followed at \$5.5 billion. In fifth place was "plastics & polymers and related products" at \$5.2 billion. "Fashion" exports from Los Angeles in 2006 totaled \$1.08 billion, with the largest chunk of this, \$409 million, in cosmetic products. Toy exports from Los Angeles totaled \$1.04 billion during 2006, up from \$941.1million in 2005. Other interesting exports from the Los Angeles Customs District included \$3.4 billion in motor vehicles and parts, and \$1.7 billion in medical products.

Imports: The top import commodity to the Los Angeles Customs District in 2006 was once again electronic machinery, valued at \$34.3 billion. This was up from \$31.8 billion in 2005. The number two import item was motor vehicles and parts with a value of \$29.5 billion, up from \$27.7 billion in 2004. Third ranked again was magnetic & radio recording & playback equipment. The 2006 value was \$21.5 billion, compared with \$20.7 billion in 2005.

Imports of apparel to the Los Angeles Customs District totaled \$18.6 billion in 2006, up from \$16.2 billion in 2005. Imports of "fashion" items (including apparel) to Los Angeles in 2006 totaled \$29.3 billion. As noted earlier, a significant portion of these goods was probably designed locally.



Trade partners

The following data come from the U.S. Department of Commerce, and include imports and exports that just "flow through" the Los Angeles Customs District. They do

not capture commodities from Canada and Mexico shipped into the Los Angeles area through other U.S. customs districts.

Export partners: In 2006, China widened its lead over Japan as the top export destination for the local district. China saw a 32.1% increase in value to \$21.3 billion during the year, compared with Japan's 13.1% increase to \$16.5 billion. South Korea was a distant third, up by 22.4% to \$8.7 billion. Australia remained fourth, with a 3.9% increase to \$6.1 billion. Taiwan retained its fifth place ranking, up by 16.7% to \$5.7 billion.

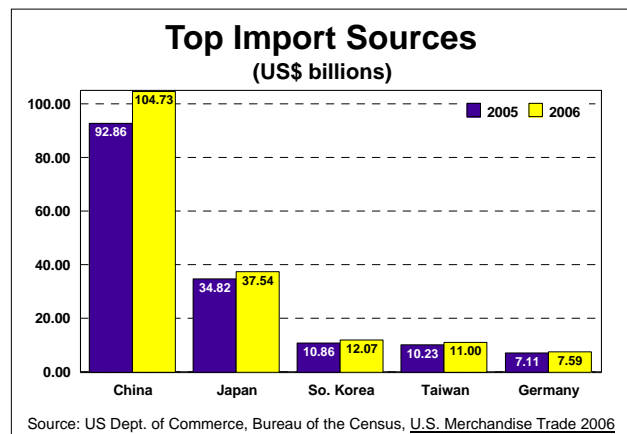
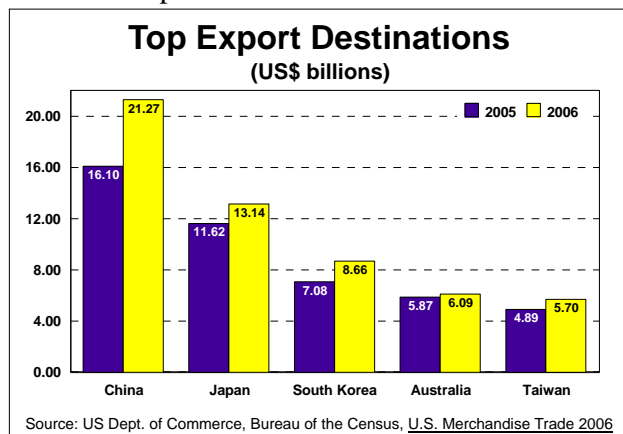
While most people equate international trade in Los Angeles with Asian nations, several European countries are major export destinations. The largest was the U.K., although it was down by 9.0% in 2006 to \$2.5 billion. Germany was number two, with a 9.3% gain to \$2.1 billion, while the Netherlands was third, up by 27.7% to \$2.0 billion.

Import partners: China remained the Los Angeles Customs District top import partner, with a strong 12.8% increase in 2006 to a total of \$104.7 billion. Japan was a distant number two, with an increase of 7.8% to \$37.5 billion. South Korea placed third with an 11.1%

increase to \$12.1 billion. Taiwan stayed in fourth place with an increase of 7.5% to \$11.0 billion. Germany was fifth with a gain of 6.7% to \$7.6 billion.

The move up by Germany is another reminder that Europe is important to the Los Angeles trade picture. The U.K. was second as a European exporter to the region, up by 4.9% to \$3.0 billion, while Italy was third, with a modest increase of 4.5% to \$1.9 billion.

Total two-way trade: China continued to widen its lead as the Los Angeles Customs District top two-way trading partner in 2006, with a 15.6% increase to \$126.0 billion. Number two Japan recorded a 9.1% gain to a total of \$50.7 billion. South Korea stayed in third place with a 15.6% increase to \$20.7 billion. Taiwan was fourth with a 10.5% gain to \$16.7 billion. Germany nosed out Malaysia as the fifth largest trading partner with a 7.3% increase to \$9.66 billion (Malaysia was \$9.65 billion). The second most important European trading partner, the U.K., saw a 2.0% decline to \$5.5 billion in two-way trade.



Trade flow by individual ports

New data allow us to analyze trade values moving through individual seaports and airports around the country. For import data, the port-level data reflect the value of merchandise unloaded at the ports, not the value of merchandise that clears U.S. customs. Merchandise could enter the U.S. through one port but clear customs at another for a variety of reasons, such as the use of free trade zones

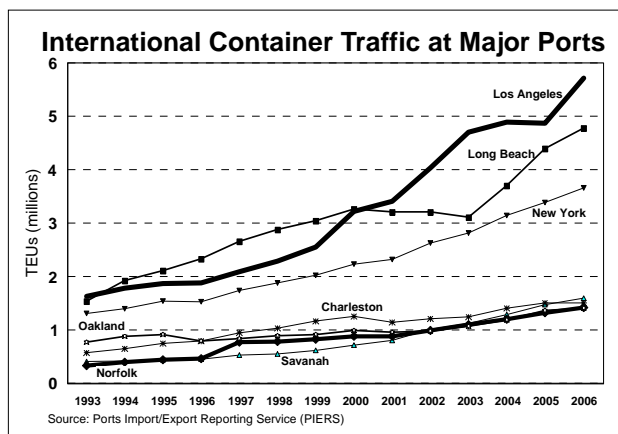
for further processing. For the Los Angeles Customs District as a whole, the value of unloaded import merchandise was \$308.5 billion in 2006, while the value of merchandise that cleared customs at the LACD was \$239.0 billion. For export data, the port-level data is consistent with the customs district data that we reported in

previous sections and the statistical tables at the end of the report.

In terms of the **total (two-way) value of merchandise handled**, the largest port in the U.S. in 2006 was the Port of Los Angeles (POLA) with cargo valued at \$226.3 billion. It was followed by Detroit, New York's JFK International Airport, and Port of Newark. Los Angeles International Airport (LAX) was number nine in terms of value of two-way trade (\$80.2 billion). The Port of Long Beach (POLB) was number ten with \$79.3 billion in trade value.

About one-eighth (12.3%) of the imports that came through POLA were motor vehicles and parts (\$24.5 billion). Automotive imports were followed by electronic machinery (10.2%), apparel (9.8%), magnetic & radio recording & playback devices (e.g., TVs and VCRs; 7.5%) and electric machinery (5.7%). Plastics and chemicals were the top export categories (9.8% and 6.6%, respectively), followed by motor vehicles and parts (6.1%; more parts than completed vehicles...), fabrics (4.9%), machinery (4.7%), and iron & steel (4.4%).

In terms of **shipping weight**, the nation's top honors went to the Port of Houston (135.9 billion kilograms of cargo handled) and Port of New Orleans (97.0 billion kg). Both are major oil importing centers. (The Louisiana Offshore Oil Port [LOOP] allows mega oil tanks to offload their cargo without transferring to smaller tankers.) A large portion of Houston's exports were processed petroleum products, while corn, soybeans, and wheat accounted for 60% of New Orleans' exports in terms of weight. Its location at the mouth of the Mississippi River makes it a natural location for the consolidation of agricultural products from the Midwest Farm Belt.



The Port of LA came in third with 77.8 billion kg of cargo, and the Port of Long Beach came in at the 12th spot with 35.2 billion kg. While POLA's import-to-export weight ratio was around 4.4, POLB's ratio was almost exactly 1.0. What's Long Beach's secret? It exported a lot of waste products (e.g., petroleum coke/bitumen/residue, waste paper, scrap iron, etc.). In fact, over half of POLB's exports by weight were waste products, and the vast majority went to China to be recycled into new products such as paper boxes.

Since air freight costs a lot more than maritime transport, LAX naturally handled commodities that are more valuable and time-sensitive. The average **value per kg** of imports was \$3.16 for Port of LA, \$3.27 for Port of Long Beach, but \$71.33 for LAX.

Port Hueneme in Ventura County is a major port for auto imports. In 2006 it had imports valued at \$7.3 billion and exports valued at \$220 million. While LA/Ontario International Airport (ONT) also has significant air freight activity, its international business (35,879 tons in 2006) is still very small when compared to that of LAX (1,087,972 tons in 2006).

A Survey of L.A. Customs District's Largest Trading Partners

International trade data from the U.S. Census Bureau are classified by customs district rather than the actual source of production and/or final destination. Therefore, overland shipments are under-reported for customs districts not bordering the country in question. Since much of Southern California's trade with Canada and Mexico utilizes ground transportation like trains and trucks, most of that traffic is captured by border custom districts such as San Diego and Seattle. Furthermore, since the L.A. Customs District (LACD) has large seaports that handle intermodal cargo for the entire U.S. and airports that serve as hubs for many

transpacific routes, LACD's numbers poorly reflect the amount of production occurring here.

The table below compares international trade flows between LACD and its ten most important trading partners. Nations in the table are ranked according to the total two-way volume of trade in 2006.

This section provides detailed information about the Los Angeles Customs District's trade with its top five trading partners: China, Japan, South Korea, Taiwan, and Germany.

Comparison of LACD's Top Trading Partners

Country	LACD imports (US\$bil.)	Rank	LACD exports (US\$bil.)	Rank	Two-way trade (US\$bil.)	Rank	Merchandise trade balance (US\$bil.)	Import-to-export ratio
China *	104.73	1	21.27	1	126.00	1	-83.46	4.9
Japan	37.54	2	13.14	2	50.68	2	-24.39	2.9
South Korea	12.07	3	8.66	3	20.73	3	-3.41	1.4
Taiwan	11.00	4	5.70	5	16.70	4	-5.29	1.9
Germany	7.59	5	2.07	10	9.66	5	-5.52	3.7
Malaysia	5.97	7	3.68	7	9.65	6	-2.30	1.6
Thailand	6.93	6	2.08	9	9.00	7	-4.85	3.3
Singapore	2.74	14	5.49	6	8.23	8	2.75	0.5
Australia	1.82	18	6.09	4	7.92	9	4.27	0.3
United Kingdom	2.95	10	2.50	8	5.45	10	-0.44	1.2

Country	Population (millions)	LACD exports per person (US\$/person)	LACD imports per person (US\$/person)	Two-way trade per person (US\$/person)	Mer. trade bal. per person (US\$/person)
China *	1,313,973,713	16.2	79.7	95.9	-63.5
Japan	127,463,611	103.1	294.5	397.6	-191.4
South Korea	48,846,823	177.3	247.1	424.4	-69.9
Taiwan	23,036,087	247.6	477.4	725.0	-229.8
Germany	82,422,299	25.1	92.1	117.2	-67.0
Malaysia	24,385,858	150.7	245.0	395.8	-94.3
Thailand	64,631,595	32.1	107.2	139.3	-75.1
Singapore	4,492,150	1,222.8	609.7	1,832.5	613.1
Australia	20,264,082	300.8	90.0	390.8	210.7
United Kingdom	60,609,153	41.3	48.6	89.9	-7.3

Notes:

* "China" includes Mainland China, Hong Kong SAR, and Macao SAR. All references to "China" in this report include the two Special Administrative Regions (SARs). In some of the tables where the three customs areas are also shown, they'll be shaded slightly to indicate duplication.

** **Boldface type** indicate the largest value (the city-state of Singapore is excluded)

Sources: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006; population data from the Central Intelligence Agency, World Fact Book 2006

China (incl. Hong Kong & Macao)

In 2006, China was the largest trading partner of the LACD at \$126.0 billion. Imports from China were valued at \$104.7 billion (#1) and exports were valued at \$21.3 billion (#1), giving LACD a trade deficit of \$83.5 billion with China in 2006, up from \$76.8 billion in 2005. The import-to-export ratio of 4.9 was also the highest among the top 10 trading partners, though it was down from 5.8 in 2005.

China's renminbi (RMB) has appreciated by 7% since the revaluation in July of 2005. The small appreciation has done little to reduce the US-China trade imbalance, which reached US\$223.7 billion in 2006. During the first quarter of 2007, China's trade surplus (with all countries) rose to \$46.4 billion, double the \$23.3 billion recorded in the first quarter of 2006. Meanwhile, China's foreign reserves broke the US\$1 trillion mark at the end of 2006, or roughly 40% of China's estimated GDP.

After years of quiet but fruitless negotiations, the U.S. filed a WTO case against Chinese industrial subsidies in February. These subsidies take the form of loan write-offs and tax rebates for exports. Weeks later, the U.S. imposed tariffs on high-gloss paper from China, claiming the industry receives state subsidies. (Paper exported to the U.S. is actually cheaper than paper sold in China because exports are not taxed.) In April, the U.S. filed two more WTO cases against China. The first case relates to the lax enforcement of copyright laws in China, while the second accuses China of using non-tariff trade barriers against U.S.

LACD Imports from China

	Total (\$mil.)	% of total	'05-'06 chg.
Electronic machinery	22,664.1	21.6%	8.8%
Magnetic & radio recording & playback devices	11,369.4	10.9%	19.1%
Apparel	9,411.2	9.0%	18.9%
Toys	8,971.8	8.6%	7.9%
Furniture & prefab. buildings	7,016.9	6.7%	11.6%
Electric machinery	6,934.5	6.6%	7.7%
Footwear	6,726.3	6.4%	7.8%
Electrical apparatus	2,990.1	2.9%	33.2%
Animal skin & leather & related products	2,588.8	2.5%	6.0%
Iron alloys, steel, & related products	2,444.6	2.3%	30.3%
Plastics & polymers & related products	2,311.6	2.2%	3.0%
Motor vehicles and parts	2,225.6	2.1%	16.5%
Furnishing & bedding	1,624.4	1.6%	10.0%
Engines, pumps	1,444.0	1.4%	19.9%
Machinery	1,242.5	1.2%	24.3%
All other products	14,762.8	14.1%	14.5%
Total	104,728.6	100.0%	12.8%

LACD Exports to China

	Total (\$mil.)	% of total	'05-'06 chg.
Electrical apparatus	3,030.6	14.3%	17.9%
Plastics & polymers & related products	2,023.1	9.5%	23.8%
Silk, wool, and fabrics	1,476.8	6.9%	49.5%
Electronic machinery	1,087.6	5.1%	39.3%
Iron alloys, steel, & related products	974.2	4.6%	42.1%
Copper products	931.7	4.4%	100.7%
Motor vehicles and parts	874.4	4.1%	43.1%
Aluminum products	778.8	3.7%	100.3%
Magnetic & radio recording & playback devices	674.1	3.2%	30.5%
Measuring devices	669.6	3.1%	14.5%
Electric machinery	665.6	3.1%	8.7%
Animal skin & leather & related products	659.4	3.1%	42.5%
Chemical compounds	620.7	2.9%	20.6%
Engines, pumps	613.8	2.9%	43.4%
Machinery	612.5	2.9%	27.2%
All other products	5,573.7	26.2%	27.4%
Total	21,266.6	100.0%	32.1%

movies, books and music through its "distribution" rules. Foreign media can only be sold at specific channels such as high-end hotels. And while waiting for the approval by Chinese censors, counterfeit DVDs flood the marketplace and displace the sales of genuine products that come to the market much later. If the U.S. wins any of these WTO cases, it will be allowed to impose retaliatory duties on Chinese imports.

Japan

Japan was the LACD's second largest trading partner in 2006 with US\$37.5 billion of imports from Japan (#2) and \$13.1 billion of exports (#2), resulting in a total two-way trade of \$50.7 billion and a trade deficit of \$24.4 billion. The import-to-export ratio was 2.9, down slightly from 3.0 in 2005.

After the U.S.-Korea Free Trade Agreement (FTA) was reached, Japan is now considering a major push for a U.S.-Japan FTA. It is concerned that it may fall behind its western neighbor in the U.S. market, particularly in lucrative products such as advanced electronics. But a U.S.-Japan FTA will have to tackle the politically powerful agricultural sector (particularly rice farmers), which traditionally forms the power base of the ruling Liberal Democratic Party (LDP). In the U.S.-Korea FTA, rice was excluded from market liberalization. Perhaps a similar arrangement will allow the U.S.-Japan FTA to see the light of day. Still, by missing the deadline for negotiations under the Trade Promotion Authority, a U.S.-Japan FTA will be much more difficult to get through the Democrat-controlled Congress.

In 2006, two Japanese imports dominated the news. The new Sony PlayStation 3 and Nintendo Wii showcase Japan's competitive edge in consumer electronics and software development. Japan is also well-known for its hybrid automotive engine technology and robotics (one type is built to help care for Japan's aging population). Japanese firms also get significant license/royalty fees from these advanced technologies (e.g., game publishers paying Sony and Nintendo royalty for every copy of the game they manufacture). These advanced products are keys to Japan's continuing success in the export sector. Japanese companies have outsourced lower-value productions to overseas destinations while keeping the most advanced manufacturing at home.

LACD Imports from Japan	Total (\$mil.)	% of total	'05-'06 chg.
Electronic machinery	3,317.9	21.6%	5.9%
Magnetic & radio recording & playback devices	3,068.8	20.0%	-4.5%
Measuring devices	1,624.2	10.6%	-3.7%
Electrical apparatus	1,603.7	10.5%	8.8%
Machinery	1,263.6	8.2%	22.0%
Electric machinery	1,176.6	7.7%	9.9%
Household machinery	756.6	4.9%	-1.1%
Iron alloys, steel, & related products	468.5	3.1%	72.9%
Chemical compounds	400.5	2.6%	7.7%
Machine tools	366.7	2.4%	7.1%
Engines, pumps	352.4	2.3%	14.3%
Handtools	153.3	1.0%	19.9%
Agricultural machinery	102.9	0.7%	-4.7%
Building stone and materials	76.7	0.5%	21.7%
Glass & related products	61.0	0.4%	-5.1%
All other products	545.5	3.6%	-97.4%
Total	15,339.0	100.0%	-55.9%

LACD Exports to Japan	Total (\$mil.)	% of total	'05-'06 chg.
Flying devices & parts	1,225.6	9.3%	5.1%
Chemical compounds	1,005.7	7.7%	22.2%
Measuring devices	819.3	6.2%	9.9%
Motor vehicles and parts	767.7	5.8%	19.1%
Plastics & polymers & related products	755.3	5.7%	17.8%
Tobacco products	613.6	4.7%	96.0%
Electrical apparatus	518.0	3.9%	9.5%
Other, nonclassified products	426.5	3.2%	-33.1%
Misc. chemical products	415.7	3.2%	6.9%
Electronic machinery	387.8	3.0%	14.5%
Magnetic & radio recording & playback devices	281.4	2.1%	5.6%
Machinery	277.7	2.1%	62.4%
Electric machinery	266.7	2.0%	12.3%
Engines, pumps	260.7	2.0%	-0.1%
Misc food products	248.9	1.9%	-3.8%
All other products	4,874.2	37.1%	14.6%
Total	13,144.8	100.0%	13.1%



Tokyo, Japan

South Korea

South Korea was the LACD's third largest trading partner in 2006 with \$20.7 billion in total two-way trade. The total value of imports from South Korea was \$12.1 billion (#3) and value of exports to South Korea was \$8.7 billion (#3), resulting in a \$3.4 billion deficit, down from \$3.8 billion in 2005. The import-to-export ratio for South Korea was 1.4 in 2006, down from 1.5 in 2005.

Interestingly, "raw fuel" imports from South Korea increased by 55% in 2006. South Korea has no fuel production of its own, but it leases out storage capacity to Norway, Algeria, and now Kuwait in exchange for the first right of usage in case of emergency. When BP shut down its Prudhoe Bay oil fields in Alaska last summer, oil companies shipped oil and refined products from South Korea to the U.S. West Coast and re-supplied the Korean stockpile with shipments from the Middle East. Apparently that was a faster way of getting fuel here than borrowing from Uncle Sam's Strategic Petroleum Reserve.

The recently-concluded free trade agreement (FTA) between the U.S. and South Korea will likely add a further boost to U.S.-Korean trade. Korean cars should become even more price competitive in the U.S. market, while the U.S. will see more agricultural sales in South Korea. U.S. firms will also gain more access to some service sectors such as telecommunications and financial services.

LACD Imports from South Korea	Total (\$mil.)	% of total	'05-'06 chg.
Magnetic & radio recording & playback devices	1,724.7	14.3%	-24.2%
Raw fuel	1,365.0	11.3%	55.1%
Electronic machinery	1,317.0	10.9%	37.0%
Motor vehicles and parts	1,248.5	10.3%	1.1%
Electrical apparatus	1,046.9	8.7%	97.3%
Electric machinery	663.1	5.5%	6.0%
Rubber & related products	525.4	4.4%	11.0%
Iron alloys, steel, & related products	486.8	4.0%	23.6%
Household machinery	464.4	3.8%	74.8%
Engines, pumps	442.5	3.7%	35.3%
Plastics & polymers & related products	435.4	3.6%	2.8%
Apparel	312.7	2.6%	-21.8%
Machinery	251.8	2.1%	1.2%
Paper & related products	212.0	1.8%	21.9%
Textile products	204.6	1.7%	-5.5%
All other products	1,370.4	11.4%	-4.2%
Total	12,071.1	100.0%	11.1%

LACD Exports to South Korea	Total (\$mil.)	% of total	'05-'06 chg.
Electrical apparatus	1,151.0	13.3%	33.0%
Electronic machinery	790.9	9.1%	93.1%
Flying devices & parts	716.6	8.3%	60.5%
Household machinery	491.0	5.7%	0.8%
Motor vehicles and parts	478.8	5.5%	19.3%
Plastics & polymers & related products	409.5	4.7%	35.1%
Measuring devices	402.4	4.6%	15.2%
Chemical compounds	335.9	3.9%	5.1%
Engines, pumps	284.7	3.3%	0.4%
Magnetic & radio recording & playback devices	261.7	3.0%	23.2%
Electric machinery	257.1	3.0%	21.7%
Animal skin & leather & related products	244.9	2.8%	1.8%
Machinery	218.1	2.5%	23.0%
Aluminum products	198.7	2.3%	46.5%
Iron alloys, steel, & related products	181.6	2.1%	-4.9%
All other products	2,235.8	25.8%	9.5%
Total	8,658.8	100.0%	22.4%

Taiwan

Taiwan was LACD's fourth largest trading partner in 2006 with \$16.7 billion in total two-way trade. In 2006, LACD imported \$11.0 billion (#4) of merchandise from Taiwan and exported \$5.7 billion (#5), resulting in a merchandise trade deficit of \$5.3 billion in 2006, same as in 2005. Among the LACD's top ten trading partners (excluding the city-state of Singapore), Taiwan has the highest per capita two-way trade with LACD at \$725/person. The import-to-export ratio for Taiwan was 1.9 in 2006, down from 2.1 in 2005.

Taiwan has been virtually begging for a free trade agreement with the U.S. for years. Now with the U.S.-South Korea FTA virtually assured, Taiwan will feel an even stronger sense of urgency. South Korea is Taiwan's most important competitor in the fields of advanced displays (e.g., LCD TVs) and semiconductors. The U.S. is the biggest market for these products for both Taiwan and South Korea. The political status of Taiwan, however, makes a U.S.-Taiwan FTA very difficult to even get started. China, which considers Taiwan part of its territory, will likely exert political pressure to block a U.S.-Taiwan FTA. It hopes to use political and economic pressures to force the Taiwanese government into a negotiation for "re-unification" with the fatherland.

LACD Imports from Taiwan			
	Total (\$mil.)	% of total	'05-'06 chg.
Magnetic & radio recording & playback devices	2,277.4	20.7%	17.5%
Electrical apparatus	1,384.4	12.6%	26.7%
Electronic machinery	1,202.6	10.9%	-15.2%
Iron alloys, steel, & related products	809.9	7.4%	48.9%
Motor vehicles and parts	566.9	5.2%	-8.1%
Electric machinery	538.5	4.9%	0.5%
Apparel	421.4	3.8%	-6.6%
Plastics & polymers & related products	397.4	3.6%	-5.4%
Furniture & prefab. buildings	306.7	2.8%	-5.1%
Machinery	254.8	2.3%	24.5%
Toys	210.4	1.9%	6.9%
Household machinery	208.5	1.9%	14.8%
Machine tools	202.3	1.8%	-9.0%
Raw fuel	200.5	1.8%	24.9%
Misc. metal products	197.0	1.8%	8.1%
All other products	1,818.4	16.5%	4.4%
Total	10,996.9	100.0%	7.5%

LACD Exports to Taiwan			
	Total (\$mil.)	% of total	'05-'06 chg.
Electrical apparatus	1,432.0	25.1%	85.8%
Plastics & polymers & related products	463.6	8.1%	4.0%
Chemical compounds	354.8	6.2%	20.4%
Flying devices & parts	289.6	5.1%	-8.8%
Magnetic & radio recording & playback devices	240.8	4.2%	-16.1%
Measuring devices	212.5	3.7%	15.1%
Electronic machinery	199.2	3.5%	7.2%
Iron alloys, steel, & related products	191.0	3.3%	25.2%
Beans, seeds	188.0	3.3%	94.7%
Misc. chemical products	137.8	2.4%	24.5%
Machinery	111.1	1.9%	-11.4%
Engines, pumps	110.5	1.9%	-0.6%
Copper products	97.3	1.7%	124.6%
Animal skin & leather & related products	97.0	1.7%	23.7%
Glass & related products	94.8	1.7%	82.2%
All other products	1,484.2	26.0%	-9.0%
Total	5,704.3	100.0%	16.7%



Taipei, Taiwan

Germany

Germany was LACD's fifth largest trading partner in 2006 with \$9.66 billion in total two-way trade, edging out Malaysia by just \$10 million. LACD imported \$7.59 billion worth of merchandise from Germany (#5) and exported \$2.07 billion to Germany (#10), resulting in a \$5.5 billion merchandise trade deficit. The import-to-export ratio for Germany was 3.7 in 2006, the second highest among LACD's top 10 trading partners.

LACD's top imports from Germany consisted of motor vehicles and parts, instruments, machinery, electrical components, and chemical compounds. Motor vehicles accounted for nearly three-fourth of LACD's German imports.

In 2006, 137,865 German cars entered the LACD via the ports of Hueneme, Los Angeles, and Long Beach. Partly because of the congestion at LA region's auto importing facility, another 40,817 German passenger vehicles entered through the San Diego Customs District. Most of these vehicles will not be sold in the Southern California market, however. They'll be put on large rail car carriers to destinations in the southwestern U.S. (and perhaps parts of Mexico). Many of these vehicles are luxury models. The average customs value of the passenger cars imported through LA and San Diego customs districts was \$37,550. The average retail price is undoubtedly higher. For some categories, the average customs value is much higher (e.g., \$50,951 for gasoline-powered passenger vehicles with engine displacement over 3,000cc). Many German brands do not export lower-value cars to the U.S. in order to keep the brand "upscale" (e.g., Mercedes Benz).

LACD Imports from Germany

	Total (\$mil.)	% of total	'05-'06 chg.
Motor vehicles and parts	5,628.6	74.2%	4.4%
Measuring devices	239.9	3.2%	8.6%
Machinery	154.2	2.0%	12.2%
Electronic machinery	116.0	1.5%	22.7%
Electrical apparatus	113.3	1.5%	29.4%
Electric machinery	99.8	1.3%	21.0%
Chemical compounds	79.8	1.1%	60.8%
Engines, pumps	67.0	0.9%	-42.9%
Plastics & polymers & related products	63.8	0.8%	11.8%
Precious stones, pearls	55.0	0.7%	205.2%
Rubber & related products	54.6	0.7%	2.3%
Iron alloys, steel, & related products	54.0	0.7%	-3.3%
Rail & related products	51.7	0.7%	7722.4%
Other, nonclassified products	48.4	0.6%	-11.9%
Agricultural machinery	48.0	0.6%	7.5%
All other products	715.8	9.4%	10.8%
Total	7,589.7	100.0%	6.7%

LACD Exports to Germany

	Total (\$mil.)	% of total	'05-'06 chg.
Measuring devices	317.8	15.3%	12.6%
Electronic machinery	283.5	13.7%	8.7%
Electrical apparatus	240.5	11.6%	7.9%
Precious stones, pearls	158.6	7.7%	117.3%
Engines, pumps	152.4	7.4%	-20.7%
Flying devices & parts	150.9	7.3%	-21.8%
Magnetic & radio recording & playback devices	99.3	4.8%	-12.8%
Motor vehicles and parts	89.0	4.3%	19.0%
Electric machinery	49.5	2.4%	-5.9%
Medical products	48.6	2.3%	-12.3%
Machinery	48.5	2.3%	32.4%
Misc. chemical products	46.5	2.2%	40.4%
Fruit & nuts	27.7	1.3%	1.2%
Military weapons, firearms	25.5	1.2%	52.1%
Chemical compounds	22.8	1.1%	1.9%
All other products	309.5	14.9%	30.0%
Total	2,070.5	100.0%	9.3%



Volkswagen manufacturing plant

Current Challenges and More Looming Over the Horizon

Southern California's international trade sector continued to be largely free of congestion in 2006. The PierPass program, initiated in 2005, extended gate hours at the Ports of Long Beach and Los Angeles. It succeeded in reducing daytime congestion, particularly on Interstate 710. In 2006, the 20-mile Alameda Corridor handled 19,924 trains (an average of 55 trains per day) and nearly five million twenty-foot container equivalents (TEUs), respective increases of 15 and 32 percent from a year earlier.

Even with the successes of this past year, it is important to consider the challenges currently facing the region's international trade infrastructure. All West Coast ports are

limited in their efforts to expand their capacity in the near term. Over the next 15 to 20 years, container traffic at the Ports of Long Beach and Los Angeles is expected to at least double from its current level. Currently, 44 percent of all U.S. import containers pass through the combined ports.

Plans to expand needed capacity at the local ports have been met with serious concerns from all sides. The threat of a labor strike and new government regulations is increasing uncertainty in the international trade community. Policy makers and businesses will have a full range of concerns to watch out for in 2007 and 2008.

Landside rail congestion

While a record amount of freight flowed off arriving ships at the ports in 2006, container yards near the harbors and other rail facilities began to approach their capacity. In April 2007, Union Pacific Railroad proposed a \$300 million upgrade to its Intermodal Container Transfer Facility north of the Port of Long Beach. The upgrade would double the facility's current capacity to handle 700,000 containers annually. It would also reduce lighting, noise, and air pollution through the use of new yard equipment (including electric cranes), locomotives, and trucks.

The environmental impact report for BNSF Railway's proposed Southern California International Gateway is under preparation. Announced last year, the new BNSF yard's proposed location, north of Terminal Island and connected directly to the Alameda Corridor, is designed to relieve pressure on its Hobart intermodal yard located southeast of downtown Los Angeles. Hobart is expected to reach capacity by the end of 2007.

The Ports of Long Beach and Los Angeles will undertake efforts beginning in 2007 to

increase on-dock rail capacity as well. Plans are underway to develop the now unused 117-acre LAXT coal terminal at the Port of Los Angeles as a rail storage yard or an intermodal container transfer facility that could assemble double-stack trains. The Port of Long Beach is planning to combine two smaller container facilities into one large terminal with on-dock rail service.

Rail capacity issues go well beyond the ports. The BNSF is triple-tracking its line over the Cajon Pass. The Union Pacific is speeding up the double-tracking of its Sunset Route from Los Angeles to El Paso, Texas. The talk of inland ports – rail transfer yards 80 to 100 miles east or north of Los Angeles (or even farther away in other neighboring states) – has emerged. Under this concept, trains at the dock would be loaded randomly and routed through the Alameda Corridor to the inland ports. There, containers would be sorted by location. Full trains would then be sent to destinations across the country.

Green harbors

In an unprecedented joint meeting in November 2006, the governing boards of the Ports of Long Beach and Los Angeles approved the \$2 billion Clean Air Action Plan (CAAP). The plan aims to reduce port-generated pollution from vessels, trains, trucks, and terminal operating equipment by 45 percent over the next five years. Each port is currently developing measures that include the phasing out of polluting diesel trucks from the harbors through a five-year truck replacement program, milestones for air quality improvements, a technology advancement program to reduce greenhouse gases, and a public participation process. The plan also includes the goal of using shore-side electrical power (cold ironing) by ten years and a commitment to assess the use of pollution-based impact fees on port users.

Shippers and truckers have expressed concern over some aspects of the plan. In particular they have objected to the potentially high cost that companies will bear in converting their equipment or purchasing new and expensive equipment. Importers and exporters are expected to bear much of the implementation costs in the form of higher freight rates or pollution-based impact fees.

Many questions surround the execution of the truck-replacement program. Some estimates of the cost of replacing or retrofitting older polluting vehicles exceed \$1 billion. Many harbor truckers are independent operators and will require financing in order to replace their aging and polluting vehicles. A detailed proposal for the truck-replacement program, to be financed through a port-sponsored grant subsidy, should be submitted to both harbor commissions by July 2007. Funding for the program is expected to come from the ports, the South Coast Air Quality Management District, Proposition 1B funds, and a proposed impact fee.

The CAAP represents the ports' acknowledgement of their neighboring communities' concerns with environmental pollution associated with port operations and land transportation of containers. Given the current opposition to port capacity expansion proposals on environmental grounds, pollution mitigation efforts such as those included in the CAAP will most likely be included in future expansion proposals. These efforts will assist in earning the support of neighboring communities and policy makers.

Container fees

In September 2006, Governor Schwarzenegger vetoed a bill that would have established a \$30 per container fee for shipments moving through the Ports of Long Beach and Los Angeles to raise revenue for infrastructure improvements, clean-air programs, and port security. In vetoing the bill (S.B. 927), the Governor cited its failure to include other sources of public and private financing to leverage additional funding, and the exclusion of other California ports. Importers and exporters criticized the bill, saying that it would have resulted in the diversion of cargo to other ports and driven up the prices of consumer goods. The container

bill was reintroduced (S.B. 974) in February 2007, with the port security language removed but with its oversight expanded to include containers traveling through the Port of Oakland.

Concerns about the impacts of ocean freight and container traffic have emerged elsewhere on the West Coast. In early 2007, the Washington State legislature briefly considered a \$50 per twenty-foot container equivalent unit (TEU) fee on containers moving through the Ports of Seattle and Tacoma. Proceeds of the fee would have been directed into a freight congestion relief account to improve rail freight systems and

state highways used to transport container traffic. In March 2007, lawmakers changed the proposal to a study that would examine the effects of a container fee.

The money collected proposed container fees would create a substantial revenue stream to address externalities (environmental pollution and traffic congestion) inflicted on local communities. These externalities aren't currently reflected in the cost of importing goods through the Los Angeles area and transporting almost half of them to other parts of the United States. Given the importance of international trade to the Los Angeles region in terms of direct employment and economic activity, and the increasing levels of imports expected to transit the Ports of Long Beach

and Los Angeles over the next couple of decades, policies to create additional revenues for infrastructure improvement and environmental mediation are needed sooner rather than later.

It is important that container fees or similar revenue generating mechanisms that are ultimately adopted do not hinder the ability of the United States to meet its international trade commitments or obstruct interstate commerce. In addition, affected stakeholders (including local residents and the business community) should be granted a transparent process in which they can participate in order to ensure that revenues are actually used to improve goods movement through the Los Angeles area.

Rates

Various factors are impacting shipping and intermodal rates for containers moving through the Ports of Long Beach and Los Angeles. New container ships have increased capacity causing rates from Asia to the West Coast to decline. However, intermodal capacity is nearing its current limits (see Landside Rail Congestion) and intermodal rates are rising sharply after years of limited increases.

Alternative options currently provide some opportunities for intermodal shippers to cut costs. By transloading shipments on the West Coast, shippers can benefit from more competitive domestic intermodal rates and increase their flexibility to reroute goods at the last minute in response to changing demand.

Alternatively, all-water routes through the Panama and Suez canals to East Coast and Southeastern ports offer cost savings albeit with longer transit times. Fee hikes for vessels transiting the Panama Canal, now scheduled to take effect July 2007, will increase the cost of transit through the canal. While the Suez Canal offers cost savings, the length of transit for goods originating from some parts of Asia (such as Northern China)

will make this route uneconomical for time-sensitive items such as apparel.

With the expiration of the International Longshore and Warehouse Union (ILWU) contract in July 2008 looming in the future (see Labor Contract), some shippers have begun to hedge their positions. They are booking some 2007 shipments to East Coast ports via all-water routes when economically feasible in order to increase their ability to lock in space in the case of West Coast disruptions in 2008.

Further down the road, the ability of port terminals in Prince Rupert, British Columbia, and in Lazaro Cardenas, Mexico, to increase capacity (albeit at marginal levels compared to the capacity of the Ports of Long Beach and Los Angeles) will offer shippers some additional options. Prince Rupert will begin operation in the fall of 2007 and serve as a transfer point between arriving vessels and the Canadian National Railway, which has routes to the Midwestern United States. Efforts to expand the capacity of the port at Lazaro Cardenas beyond its current 500,000 TEUs are only at the planning stage.

Labor contract

The contract between the Pacific Maritime Association (representing West Coast waterfront companies) and the International Longshore and Warehouse Union (ILWU) expires in July 2008. The PMA has announced that its priority in the upcoming negotiations will be to increase throughput per acre at its members' terminals from the current level of 5,000 twenty-foot equivalent units (TEUs) to 10,000 TEUs in five years. As a comparison, Asian ports with greater amounts of automation (and much less available land) have throughput per acre amounts up to four to five times higher than the Ports of Long Beach and Los Angeles.

The PMA has expressed its desire to begin contract negotiations early with a goal of

wrapping them up by the end of 2007 in order to limit the uncertainty facing shippers. Contract talks in 2002 broke down into an 11-day lockout that cost the U.S. economy an estimated \$15 billion in losses.

In the ultimately signed contract, the PMA got the right to introduce new technologies such as radio frequency identification tags to track containers and trucks. The ILWU won a significant boost to its pension fund. The PMA may seek a three-year pact instead of the current six-year contract in order to accommodate new technological advances. To date, the ILWU has not publicly announced its goals for the new contract.

Port security

There is great uncertainty among the region's international trade community in regard to the rollout of the Transportation Security Administration's much-delayed Transportation Worker Identification Credential (TWIC) program. Inspired by post-9/11 concerns with maritime port security, the TWIC program will require longshoremen, truckers, and other port workers to be in possession of a tamper-resistant biometric identification card and undergo extensive background and security checks.

The TWIC requirement of proof-of-legal residency threatens to make an unknown

number of port truck drivers and other workers ineligible to keep their current access to steamship terminals. Final TWIC rules were posted at the beginning of 2007. The enrollment period is expected to begin in the spring of 2007 and be phased in at ports across the country over 15 months. Complaints from ship operators, shippers, and unions have centered on the potential for a large number of workers to be disqualified from working on the waterfront, the program's costs, possible delays in the movement of cargo, and the security of personal data given by workers who enroll for a TWIC card.

A Bigger Challenge...

Congestion relief . . . Environmental improvements . . . Increased port throughput, and in 2008 contract negotiations with the ILWU. These are all major challenges, yet there is another big challenge for the "industry" of international trade -- telling the story of trade activity and demonstrating that

trade brings more "good" than "bad" to Southern California.

But this will not be easy, as the industry is quite fractured with lots of competing agendas. What looks simple is not. The story of international trade has to be told both locally and nationally. Containers moving

through the ports of Long Beach and Los Angeles go to every state in the United States. It will be difficult and expensive to tell this story to the rest of the nation, given the news media's seemingly insatiable interest in the activities of the region's celebrities.

There is a lot of talent scattered around the local international trade community. They need to come together to start crafting the story about "America's ports".

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Note: As a service to the business community, we also compiled the trade statistics for the San Diego and San Francisco customs districts. The statistical tables for these two districts start at page 39.

Special Topic: Free Trade Agreements -- An Issue to Watch

The fates of several negotiated free trade agreements (FTAs) are tied to the current face-off between President George W. Bush and the Democratic-controlled Congress over reauthorization of Trade Promotion Authority (TPA), which expires on June 30, 2007. TPA grants U.S. Presidents the ability to submit FTAs for Congressional approval by up-and-down votes. Congress cannot amend the proposed trade agreements under TPA.

Since 1974, U.S. Presidents have used TPA to negotiate trade agreements with other countries without the fear that the negotiated text will be amended during the Congressional approval process. In 1994, TPA expired under President Bill Clinton, and was not renewed until 2002. During this period, many FTA negotiations ground to a halt and a single FTA was made (Jordan in 2001).

U.S. and South Korea negotiated a FTA on April 1, 2007, barely meeting the 90-day Congressional notification period requirement under TPA. If Congress does not renew TPA by June 30, future free trade agreements that have not been submitted for Congressional notification (such as the proposed agreement with Malaysia) will be subject to Congressional amendments during the approval process. Amendments to future proposed agreements may make them unattractive to the legislators and citizens of our trading partners.

Negotiations between the White House and Congressional leaders have focused on expanded trade-adjustment assistance for U.S. workers displaced by international trade and tougher standards for environmental and labor chapters in pending and future agreements. While the Republicans controlled both the House of Representatives and the Senate from 2003 to 2006, U.S. trade negotiators conferred with moderate Democrats on environmental and labor provisions of the agreements in order to ensure a minimum number of Democratic votes. These votes were considered critical as passage of the

agreements was expected to be close even with a Republican majority in Congress.

With the Democrats now in control of both houses of Congress, passage of the agreements is expected to be even more difficult. Trade experts predict that the White House may offer to reopen negotiations over the environment and labor chapters of the agreements awaiting Congressional approval. The Administration may also seek commitments through side-letters with the countries in question for enhanced enforcement of existing environmental and labor laws or the drafting and implementation of new laws in exchange for TPA renewal and approval of the pending agreements.

While the Administration has been moving forward with bilateral trade agreements in recent years, progress on larger regional and multilateral agreements has stalled. The original goal for implementation of the proposed Free Trade Area of the Americas (FTAA) – a 34-country region stretching from Canada to Argentina – was January 2005. Little progress in the talks has been made in recent years and a new goal for an implementation date has not been agreed to.

The Doha Development Round of negotiations to extend the World Trade Organization (WTO) rules to allow increased market access for developing countries missed its own implementation deadline of December 2006. Agricultural subsidies, in particular those of developed economies, have proved to be a major stumbling block in both the FTAA and Doha Round negotiations.

New trade agreements, especially with Pacific Rim trading partners, will result in new and expanded markets for Southern California companies. The proximity of the region to these markets, combined with existing commercial and cultural connections, will give local companies a competitive edge.

Economic growth in the rest of the world is increasing as the U.S. economy continues to slow. This growth, combined with the falling value of the U.S. dollar, is increasing the attractiveness of U.S. goods abroad, and provides an extra incentive for timely action on trade legislation before TPA expires.

Inaction risks jeopardizing pending trade agreements and could close the door on future bilateral, regional, and multilateral agreements similar to the period from 1994 to 2002. This would deny a critical outlet for Southern

California companies to further expand their overseas sales and profits. It would also eliminate a critical driver for increased employment in local international trade-related industries.

While the details of trade agreements are complex and the domestic politicking surrounding them can be confusing, the benefits to the region from prompt legislative action in the area of trade are clear.

Statistical Appendix

Table 1: Value of International Trade at Nation's Largest Custom Districts

(Value of import and export merchandise trade combined; in US\$ billions; ranking based on 2006 value)

Customs Dist.	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Los Angeles	106.6	112.7	121.8	128.5	145.9	164.2	170.1	185.9	181.5	197.1	230.0	212.5	214.3	235.0	264.2	293.9	329.4
New York	119.4	122.8	127.2	134.8	138.7	149.6	155.8	171.0	180.3	189.6	225.6	214.1	209.8	219.6	245.1	267.5	295.0
Detroit	73.3	73.4	79.0	91.6	111.8	120.7	129.6	142.5	145.7	164.3	176.9	168.5	179.3	186.5	205.6	228.5	238.5
Houston	39.0	39.8	39.2	39.4	42.7	50.1	53.0	58.2	55.4	55.5	75.1	71.1	69.4	80.8	104.6	136.1	162.2
Laredo (TX)	26.2	29.6	34.8	37.9	47.3	49.7	62.2	77.8	84.6	97.0	121.0	115.0	114.3	115.4	130.8	139.1	157.5
New Orleans	42.1	41.4	43.6	44.9	50.5	63.1	67.1	68.2	66.1	72.3	94.2	85.5	87.7	95.1	115.6	129.7	153.0
Chicago	28.7	30.9	34.6	38.6	44.0	50.0	51.9	56.7	58.0	62.1	72.6	70.5	72.5	79.6	95.2	108.7	120.6
Seattle	53.7	54.1	56.4	57.5	57.3	56.6	62.3	75.3	79.8	81.7	81.1	79.7	76.1	75.9	87.2	100.4	119.9
San Francisco	51.3	53.3	60.5	68.4	80.5	102.8	105.5	107.0	98.4	104.2	127.2	95.1	79.6	79.6	93.6	99.0	111.1
Savannah															60.5	72.4	82.5
Buffalo	35.0	34.5	39.4	43.8	48.5	59.8	61.8	69.4	74.6	77.2	76.6	65.8	60.2	64.8	74.5	76.8	82.2
U.S. Total	888.2	910.0	979.8	1,045.3	1,176.2	1,326.5	1,414.1	1,557.5	1,594.4	1,717.6	1,997.3	1,863.7	1,856.8	1,983.1	2,287.6	2,575.3	2,892.3

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 2: International Container Traffic at Nation's Largest Ports

(In millions of "twenty-foot equivalent units" [TEUs])

	1993	1994	1995	1996	1997	1998r	1999	2000	2001	2002	2003	2004	2005	2006
Los Angeles	1.63	1.79	1.87	1.89	2.09	2.29	2.56	3.23	3.41	4.04	4.71	4.90	4.87	5.72
Long Beach	1.54	1.93	2.12	2.33	2.67	2.88	3.05	3.27	3.21	3.21	3.11	3.71	4.40	4.79
New York	1.31	1.40	1.54	1.53	1.74	1.88	2.03	2.24	2.32	2.63	2.82	3.15	3.39	3.67
Savannah, GA	0.41	0.42	0.44	0.46	0.53	0.56	0.62	0.72	0.81	1.02	1.13	1.29	1.48	1.60
Charleston, SC	0.58	0.65	0.75	0.80	0.95	1.04	1.17	1.26	1.15	1.21	1.25	1.41	1.51	1.51
Norfolk, VA	0.34	0.40	0.45	0.47	0.77	0.79	0.83	0.88	0.88	0.99	1.10	1.20	1.32	1.42
Oakland	0.77	0.88	0.92	0.80	0.84	0.90	0.92	0.99	0.96	0.98	1.07	1.19	1.37	1.41
Houston	0.39	0.42	0.49	0.54	0.61	0.66	0.72	0.78	0.76	0.85	0.94	1.09	1.23	1.29
Seattle	0.78	0.97	0.99	0.94	0.95	0.98	0.97	0.96	0.82	0.85	0.82	1.04	1.34	1.22
Tacoma	0.55	0.51	0.55	0.51	0.55	0.50	0.59	0.66	0.61	0.77	0.94	0.94	1.15	1.10

Source: Port Import/Export Reporting Service (PIERS)

Table 3: Tonnage at Major West Coast Ports

(Assessable tonnage in short tons [2,000 lbs.])

Seattle

				% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	18,539,786	80.5%	2.5%	-11.5%	-15.9%	-35.1%	-2,410,931	-2,822,807	-249,972
2002	18,238,639	88.5%	0.5%	-1.6%	8.3%	-79.5%	-301,147	1,231,002	-366,852
2003	19,815,487	81.4%	0.4%	8.6%	-0.1%	-9.4%	1,576,848	-16,741	-8,866
2004	23,975,324	81.0%	0.3%	21.0%	20.3%	-16.8%	4,159,837	3,279,588	-14,354
2005	29,515,052	80.2%	0.3%	23.1%	22.0%	29.3%	5,539,728	4,274,769	20,895
2006	28,692,359	76.9%	0.4%	-2.8%	-6.8%	24.5%	-822,693	-1,619,739	22,548

Tacoma

				% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	23,061,669	64.1%	10.2%	-4.6%	-3.7%	12.3%	-1,122,646	-561,564	257,797
2002	24,261,965	69.0%	10.7%	5.2%	13.3%	10.2%	1,200,296	1,960,930	241,108
2003	27,593,684	70.5%	8.4%	13.7%	16.2%	-10.6%	3,331,719	2,719,041	-276,143
2004	30,737,823	66.3%	7.6%	11.4%	4.7%	0.4%	3,144,139	923,246	10,227
2005	34,193,128	69.2%	6.1%	11.2%	16.0%	-10.2%	3,455,305	3,271,134	-238,449
2006	32,515,515	70.9%	7.4%	-4.9%	-2.5%	15.0%	-1,677,613	-598,839	314,149

Portland (includes Portland and St. Helens)

				% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	18,140,975	19.8%	21.1%	-5.7%	-2.3%	4.8%	-1,106,743	-83,449	175,892
2002	17,459,379	18.3%	25.3%	-3.8%	-11.0%	15.2%	-681,596	-395,709	583,646
2003	18,996,782	19.4%	21.6%	8.8%	15.4%	-7.2%	1,537,403	492,287	-318,694
2004	20,360,025	17.3%	20.0%	7.2%	-4.4%	-0.7%	1,363,243	-163,193	-28,697
2005	18,734,147	11.3%	21.4%	-8.0%	-40.1%	-1.5%	-1,625,878	-1,413,013	-60,137
2006	20,175,930	14.0%	26.5%	7.7%	33.7%	33.3%	1,441,783	712,345	1,335,627

San Francisco-Oakland (includes Oakland, San Francisco, Redwood City, Richmond, Crockett, Benecia, and Port Chicago [starting 2006])

				% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	23,068,137	84.6%	5.9%	-4.1%	-6.2%	7.0%	-975,424	-1,297,787	88,838
2002	23,594,105	84.4%	6.2%	2.3%	2.0%	6.6%	525,968	396,367	90,329
2003	26,151,746	83.5%	6.1%	10.8%	9.7%	10.0%	2,557,641	1,923,344	144,611
2004	29,944,815	80.0%	9.6%	14.5%	9.7%	80.9%	3,793,069	2,123,528	1,290,928
2005	32,795,890	81.5%	7.9%	9.5%	11.6%	-10.7%	2,851,075	2,772,054	-308,884
2006	33,975,539	81.4%	9.7%	3.6%	3.4%	27.8%	1,179,649	919,583	717,062

Los Angeles-Long Beach

				% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	142,358,578	83.4%	4.0%	0.7%	2.2%	-6.3%	1,028,976	2,537,515	-383,472
2002	152,230,624	83.8%	4.4%	6.9%	7.5%	17.1%	9,872,046	8,885,115	978,329
2003	163,996,211	85.6%	4.3%	7.7%	10.0%	5.9%	11,765,587	12,744,447	396,666
2004	177,555,140	86.2%	3.6%	8.3%	9.0%	-9.1%	13,558,929	12,656,600	-643,413
2005	186,528,298	87.0%	3.6%	5.1%	6.1%	4.0%	8,973,158	9,305,468	257,483
2006	210,399,392	87.0%	3.4%	12.8%	12.8%	6.5%	23,871,094	20,767,852	438,561

Port Hueneme

	% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	3,308,110	6.2%	70.8%	-2.8%	-11.5%	-3.8%
2002	3,586,456	6.0%	71.7%	8.4%	4.4%	9.8%
2003	3,412,548	8.0%	68.8%	-4.8%	26.8%	-8.8%
2004	4,042,129	5.9%	73.8%	18.4%	-11.6%	27.2%
2005	4,603,142	8.3%	69.5%	13.9%	58.9%	7.2%
2006	4,570,636	7.5%	69.4%	-0.7%	-10.3%	-0.8%

San Diego

	% Change in Tonnage			Numerical Change in Tonnage		
	Total Tonnage	Containerized	Trucks/Autos	Total	Containerized	Trucks/Autos
2001	4,890,999	0.0%	55.5%	0.0%	-76.2%	-4.6%
2002	4,093,178	4.0%	64.6%	-16.3%	64440.0%	-2.6%
2003	4,498,257	20.3%	53.3%	9.9%	454.8%	-9.3%
2004	4,703,823	20.8%	47.1%	4.6%	7.1%	-7.6%
2005	5,308,982	17.1%	48.4%	12.9%	-7.2%	16.0%
2006	6,704,451	12.4%	60.8%	26.3%	-8.4%	58.6%

West Coast total: 361,068,550 short tons (+7.7% from 2005's 335,196,593 short tons)

Port Region	Total 2006 Tonnage	Change from 2005		% of West Coast Traffic	% Change in Total Tonnage Since			
		Numerical	%		1986	1991	1996	2001
Seattle	28,692,359	-822,693	-2.8%	7.9%	115.1%	64.5%	29.7%	54.8%
Tacoma	32,515,515	-1,677,613	-4.9%	9.0%	127.1%	58.6%	47.1%	41.0%
Portland	20,175,930	1,441,783	7.7%	5.6%	52.3%	18.3%	9.8%	11.2%
San Fran.-Oakland	33,975,539	1,179,649	3.6%	9.4%	83.1%	53.4%	56.6%	47.3%
L.A.-Long Beach	210,399,392	23,871,094	12.8%	58.3%	258.8%	179.6%	104.9%	47.8%
Port Hueneme	4,570,636	-32,506	-0.7%	1.3%	201.3%	193.8%	154.1%	38.2%
San Diego	6,704,451	1,395,469	26.3%	1.9%	366.3%	667.7%	349.4%	37.1%

Table 4: Total West Coast Tonnage

(In millions of short tons)

Year	Containers	General	Lumber/Logs	Autos	Bulk	Total	% Chg.
1995	128.8	7.5	3.3	13.5	67.4	220.5	
1996	130.4	7.9	3.3	12.6	62.1	216.3	-1.9%
1997	139.3	8.0	2.5	14.8	59.5	224.1	3.6%
1998	143.4	9.7	2.1	14.9	49.0	219.0	-2.3%
1999	156.5	10.1	2.0	17.5	53.2	239.3	9.3%
2000	174.0	9.9	2.1	19.7	53.8	259.6	8.5%
2001	171.8	9.6	1.8	19.3	50.9	253.4	-2.4%
2002	183.9	9.2	1.8	21.0	47.1	263.1	3.8%
2003	202.6	8.5	2.0	20.4	50.2	283.7	7.8%
2004	221.4	10.7	1.9	21.7	58.4	314.0	10.7%
2005	239.7	9.4	1.7	21.8	62.3	334.9	6.6%
2006	260.0	11.9	1.4	26.0	61.7	361.1	7.8%

Note: containerized tonnage is estimated by multiplying the number of TEUs by 17.

Source for Tables 3 and 4: Pacific Maritime Association, Annual Reports

Table 5: Direct Employment in International Trade in L.A. Five-County Area

(Employment in 000s)	International Trade Employment	Total Nonfarm Employment	% of Nonfarm Employment
1980	174.9	5,043.6	3.5%
1985	193.2	5,429.8	3.6%
1990	232.5	6,251.0	3.7%
1995	294.4	5,915.5	5.0%
2000	367.5	6,724.4	5.5%
2001	336.0	6,796.9	4.9%
2002	333.7	6,776.8	4.9%
2003	359.8	6,795.3	5.3%
2004	404.6	6,899.4	5.9%
2005	450.1	7,028.4	6.4%
2006	485.1	7,181.7	6.8%
1980-2006 Change	310.3	2,138.1	+3.3 % pt.
Avg. Annual Change (%)	4.00%	1.37%	

Sources: California Employment Development Department, Labor Market Information Division; international trade employment by the LAEDC, based on allocated shares of relevant industries.

Table 6: Imports & Exports Through the Los Angeles Customs District

(In billions of current US\$)

	Imports	% change	Exports	% change	Total trade	% change
1976	10.0	31.6%	6.1	10.9%	16.1	22.9%
1977	15.5	55.0%	6.2	1.6%	21.7	34.8%
1978	14.6	-5.8%	7.8	25.8%	22.4	3.2%
1979	16.8	15.1%	10.9	39.7%	27.7	23.7%
1980	20.1	19.6%	14.8	35.8%	34.9	26.0%
1981	21.9	9.0%	16.9	14.2%	38.8	11.2%
1982	22.0	0.5%	16.3	-3.6%	38.3	-1.3%
1983	25.5	15.9%	17.1	4.9%	42.6	11.2%
1984	31.2	22.4%	18.4	7.6%	49.6	16.4%
1985	44.3	42.0%	19.5	6.0%	63.8	28.6%
1986	48.7	9.9%	19.9	2.1%	68.6	7.5%
1987	53.9	10.7%	23.7	19.1%	77.6	13.1%
1988	58.1	7.8%	32.0	35.0%	90.1	16.1%
1989	62.8	8.1%	38.6	20.6%	101.4	12.5%
1990	64.6	2.9%	41.7	8.0%	106.3	4.8%
1991	66.7	3.3%	46.0	10.3%	112.7	6.0%
1992	72.0	7.9%	49.4	7.4%	121.4	7.7%
1993	80.2	11.4%	48.3	-2.2%	128.5	5.8%
1994	90.1	12.3%	55.8	15.5%	145.9	13.5%
1995	97.2	7.9%	67.0	20.1%	164.2	12.5%
1996	101.2	4.1%	68.9	2.8%	170.1	3.6%
1997	111.8	10.5%	74.0	7.4%	185.8	9.2%
1998	117.8	5.4%	63.8	-13.8%	181.6	-2.3%
1999	130.5	10.8%	66.6	4.4%	197.1	8.5%
2000	152.4	16.8%	77.6	16.5%	230.0	16.7%
2001	143.4	-5.9%	69.1	-11.0%	212.5	-7.6%
2002	150.9	5.2%	63.4	-8.2%	214.3	0.8%
2003	167.3	10.9%	67.7	6.8%	235.0	9.7%
2004	193.4	15.6%	70.8	4.6%	264.2	12.4%
2005	215.5	11.4%	78.4	10.7%	293.9	11.2%
2006	239.0	10.9%	90.4	15.4%	329.4	12.1%

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade

Table 7: Exports Through the L.A. Customs District, 2006

Product Group	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
Electrical apparatus	12,123.9	808.5	11,313.9	6.7%	93.3%	13.4%
Electronic machinery	6,213.7	930.9	5,281.0	15.0%	85.0%	6.9%
Measuring devices	5,791.2	898.3	4,892.2	15.5%	84.5%	6.4%
Flying devices & parts	5,527.2	826.4	4,343.4	15.0%	78.6%	6.1%
Plastics & polymers & related products	5,217.3	4,777.7	439.6	91.6%	8.4%	5.8%
Engines, pumps	3,560.2	1,664.3	1,895.8	46.7%	53.3%	3.9%
Motor vehicles	3,378.8	3,053.5	325.3	90.4%	9.6%	3.7%
Chemical compounds	3,207.7	2,999.4	208.3	93.5%	6.5%	3.5%
Magnetic & radio recording & playback devices	3,052.1	633.6	2,417.9	20.8%	79.2%	3.4%
Electric machinery	2,761.0	1,460.7	1,300.3	52.9%	47.1%	3.1%
Machinery	2,613.3	1,958.3	655.0	74.9%	25.1%	2.9%
Iron alloys, steel, & related products	2,299.4	2,003.0	296.4	87.1%	12.9%	2.5%
Silk, wool, and fabrics	2,198.2	2,188.9	9.3	99.6%	0.4%	2.4%
Misc. chemical products	1,957.5	1,429.3	528.2	73.0%	27.0%	2.2%
Medical products	1,694.5	195.9	1,498.6	11.6%	88.4%	1.9%
Aluminum products	1,464.4	1,353.1	111.3	92.4%	7.6%	1.6%
Agricultural machinery	1,382.9	1,256.1	126.8	90.8%	9.2%	1.5%
Animal skin & leather & related products	1,374.4	1,166.7	207.7	84.9%	15.1%	1.5%
Copper products	1,285.8	1,237.3	48.5	96.2%	3.8%	1.4%
Fruit & nuts	1,166.7	1,077.5	89.2	92.4%	7.6%	1.3%
Rubber & related products	1,116.1	1,014.2	101.9	90.9%	9.1%	1.2%
Other, nonclassified products	1,068.1	196.6	114.7	18.4%	10.7%	1.2%
Toys	1,042.2	481.2	561.0	46.2%	53.8%	1.2%
Household machinery	1,025.4	365.6	659.7	35.7%	64.3%	1.1%
Power generating machinery, engines	1,012.2	901.3	110.9	89.0%	11.0%	1.1%
Raw fuel	1,003.2	998.2	5.0	99.5%	0.5%	1.1%
Beauty & hygiene products	882.5	731.6	150.9	82.9%	17.1%	1.0%
Precious stones, pearls	868.9	124.2	698.0	14.3%	80.3%	1.0%
Misc food products	860.0	762.9	97.1	88.7%	11.3%	1.0%
Recovered wood products	665.5	665.5	0.1	100.0%	0.0%	0.7%
Cleaning & polishing agents	628.4	604.0	24.4	96.1%	3.9%	0.7%
Tobacco products	619.4	618.7	0.7	99.9%	0.1%	0.7%
Flours, starch mfg..	586.5	583.2	3.4	99.4%	0.6%	0.6%
Coloring products	561.2	479.6	81.6	85.5%	14.5%	0.6%
Furniture & prefab. buildings	559.5	472.8	86.7	84.5%	15.5%	0.6%
Paper & related products	481.7	433.8	47.9	90.1%	9.9%	0.5%
Optical & photographic products	467.9	150.7	317.1	32.2%	67.8%	0.5%
Other metal products	454.4	375.9	78.5	82.7%	17.3%	0.5%
Machine tools	439.6	224.7	214.9	51.1%	48.9%	0.5%
Apparel	408.6	99.6	308.9	24.4%	75.6%	0.5%
Animal meat	400.6	399.1	1.5	99.6%	0.4%	0.4%
Beans, seeds	395.9	342.7	53.2	86.6%	13.4%	0.4%
Military weapons, firearms	383.0	120.2	262.7	31.4%	68.6%	0.4%
Glass & related products	346.5	310.9	35.6	89.7%	10.3%	0.4%
Printed materials	301.5	186.0	115.6	61.7%	38.3%	0.3%
All other items (< US\$300 million)	5,587.3	4,556.2	1,031.0	81.5%	18.5%	6.2%
Total	90,436.3	48,118.8	41,151.6	53.2%	45.5%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 8: Imports Entering the L.A. Customs District, 2006

Product Group	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
Electronic machinery	34,299.6	24,231.5	10,055.7	70.6%	29.3%	14.4%
Motor vehicles	29,544.3	29,242.7	301.2	99.0%	1.0%	12.4%
Magnetic & radio recording & playback devices	21,538.2	15,475.4	6,049.2	71.9%	28.1%	9.0%
Apparel	18,596.3	16,617.8	1,977.3	89.4%	10.6%	7.8%
Raw fuel	14,978.8	14,978.0	0.3	100.0%	0.0%	6.3%
Electric machinery	11,157.7	9,660.4	1,493.7	86.6%	13.4%	4.7%
Toys	9,876.5	9,062.2	813.3	91.8%	8.2%	4.1%
Electrical apparatus	9,678.3	3,741.6	5,925.5	38.7%	61.2%	4.0%
Furniture & prefab. buildings	8,958.6	8,867.4	89.7	99.0%	1.0%	3.7%
Footwear	7,785.9	7,450.4	312.8	95.7%	4.0%	3.3%
Iron alloys, steel, & related products	5,655.1	5,591.0	63.9	98.9%	1.1%	2.4%
Measuring devices	4,959.0	2,091.6	2,858.6	42.2%	57.6%	2.1%
Plastics & polymers & related products	4,414.4	4,257.5	156.5	96.4%	3.5%	1.8%
Rubber & related products	3,931.4	3,905.1	26.1	99.3%	0.7%	1.6%
Machinery	3,828.0	3,478.1	349.1	90.9%	9.1%	1.6%
Precious stones, pearls	3,713.0	200.0	3,283.5	5.4%	88.4%	1.6%
Animal skin & leather & related products	2,938.4	2,656.3	277.2	90.4%	9.4%	1.2%
Engines, pumps	2,933.1	2,626.9	303.3	89.6%	10.3%	1.2%
Furnishing & bedding	2,209.9	2,162.6	47.1	97.9%	2.1%	0.9%
Fish	2,195.7	1,990.2	203.0	90.6%	9.2%	0.9%
Other, nonclassified products	2,055.5	331.6	1,645.0	16.1%	80.0%	0.9%
Household machinery	1,705.5	1,649.3	56.1	96.7%	3.3%	0.7%
Chemical compounds	1,698.4	1,364.2	333.7	80.3%	19.7%	0.7%
Building stone and materials	1,475.3	1,438.9	36.3	97.5%	2.5%	0.6%
Paper & related products	1,473.2	1,452.1	21.0	98.6%	1.4%	0.6%
Machine tools	1,448.4	1,314.1	134.1	90.7%	9.3%	0.6%
Articles of wood	1,376.0	1,365.0	10.9	99.2%	0.8%	0.6%
Prepared meat products	1,362.2	1,359.8	2.3	99.8%	0.2%	0.6%
Water & alcoholic beverages	1,347.0	1,272.9	6.3	94.5%	0.5%	0.6%
Misc. metal products	1,331.7	1,281.6	49.9	96.2%	3.7%	0.6%
Aluminum products	1,135.0	1,112.4	22.6	98.0%	2.0%	0.5%
Medical products	1,126.9	162.2	606.0	14.4%	53.8%	0.5%
Power generating machinery, engines	1,126.8	1,065.8	60.9	94.6%	5.4%	0.5%
Textile products	906.2	773.2	132.7	85.3%	14.6%	0.4%
Optical & photographic products	836.1	504.9	331.0	60.4%	39.6%	0.3%
Handtools	713.9	622.1	91.7	87.1%	12.8%	0.3%
Misc. consumer products	680.3	634.6	45.6	93.3%	6.7%	0.3%
Fruit & nuts	663.4	647.3	16.1	97.6%	2.4%	0.3%
Beauty & hygiene products	656.2	588.4	62.7	89.7%	9.6%	0.3%
Silk, wool, and fabrics	615.6	484.1	131.4	78.6%	21.3%	0.3%
Ceramic products	614.3	585.2	29.1	95.3%	4.7%	0.3%
Printed materials	609.2	551.3	57.8	90.5%	9.5%	0.3%
Glass & related products	608.8	583.5	25.2	95.9%	4.1%	0.3%
Edible plants & parts	590.5	589.2	1.2	99.8%	0.2%	0.2%
Manmade fiber	537.2	496.2	41.0	92.4%	7.6%	0.2%
Animal meat	528.1	517.2	10.9	97.9%	2.1%	0.2%
Musical instruments	501.1	479.2	21.8	95.6%	4.4%	0.2%
Hats	481.0	451.7	28.7	93.9%	6.0%	0.2%
Agricultural machinery	467.4	430.1	37.2	92.0%	8.0%	0.2%
Art & collectors' items	401.6	69.2	306.6	17.2%	76.3%	0.2%
Paper & textile machinery	401.4	367.9	33.4	91.7%	8.3%	0.2%
All other items (< US\$400 million)	6,320.3	5,527.9	785.5	90.2%	9.8%	1.7%
Total	238,986.7	198,359.9	39,761.6	83.0%	16.6%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 9: Exports Through L.A. Customs District by Product & Continent, 2006

Product Group	Asia	Europe	Oceania	Cen.&So. America	North America	Africa	Total
Armaments	235.1	108.7	37.4	0.4	0.0	1.4	383.0
Art & antiques	29.3	176.8	6.2	0.3	22.2	0.2	235.1
Base metals & related articles	5,421.6	455.5	233.4	34.4	20.6	26.6	6,192.0
Chemical products	6,733.6	1,743.3	760.1	228.4	53.4	23.1	9,541.8
Fats & waxes	54.9	5.5	3.2	0.3	0.1	0.0	64.0
Footwear & related products	65.7	19.6	12.7	16.5	0.7	2.4	117.5
Instruments	3,229.7	2,263.0	533.7	183.5	146.5	55.1	6,411.4
Live animals & animal products	816.0	28.5	31.4	23.6	6.5	6.7	912.7
Machinery & equipment	24,657.9	4,741.8	2,923.1	917.6	900.7	182.9	34,324.0
Mineral products	687.7	64.5	70.1	132.2	283.9	29.6	1,268.0
Other manufactures	1,045.2	366.1	197.5	67.9	9.7	18.1	1,704.3
Paper products	1,167.5	59.5	188.6	24.2	7.0	1.9	1,448.8
Plastics & rubber	5,573.7	239.6	453.3	53.1	6.4	7.4	6,333.4
Precious stones/metals/pearl	490.1	298.3	13.6	49.4	11.4	6.1	868.9
Prepared foodstuff	2,507.5	97.2	199.5	78.0	3.6	4.8	2,890.7
Special classification	781.2	155.0	70.8	44.9	3.1	13.1	1,068.1
Stone & related products	567.6	47.5	43.0	8.5	2.0	3.9	672.5
Textiles/apparel	2,739.2	131.2	75.6	124.9	20.0	9.4	3,100.3
Travel goods, leather, and hide	1,289.3	55.4	14.7	8.3	6.0	0.7	1,374.4
Vegetable products	1,512.1	354.7	114.1	109.0	3.4	12.0	2,105.3
Vehicles, vessels, and aircraft	5,996.9	1,451.5	1,073.0	187.4	367.9	63.0	9,139.8
Wood & related products	249.6	12.5	15.0	2.7	0.2	0.4	280.4
Total	65,851.2	12,875.6	7,070.1	2,295.6	1,875.0	468.8	90,436.3
% of Total	72.8%	14.2%	7.8%	2.5%	2.1%	0.5%	

Table 10: Imports Entering L.A. Customs District by Product & Continent, 2006

Product Group	Asia	Europe	Oceania	Cen.&So. America	North America	Africa	Total
Armaments	85.8	39.1	0.5	0.0	0.4	0.0	125.8
Art & antiques	57.1	325.0	2.4	0.9	14.7	1.5	401.6
Base metals & related articles	8,048.9	715.1	329.8	230.9	514.5	42.7	9,881.9
Chemical products	2,347.5	1,491.0	46.3	739.9	203.4	16.0	4,844.1
Fats & waxes	34.5	114.4	10.8	0.0	1.7	2.3	163.8
Footwear & related products	8,557.9	121.4	45.0	23.7	10.3	0.6	8,758.8
Instruments	4,774.9	1,052.2	43.1	99.7	317.8	8.4	6,296.2
Live animals & animal products	1,859.5	177.6	349.6	18.5	657.9	4.7	3,067.6
Machinery & equipment	85,210.0	2,698.5	111.3	218.8	330.9	15.0	88,584.4
Mineral products	8,197.3	427.9	4,618.7	1,317.5	23.0	687.5	15,272.0
Other manufactures	18,975.0	421.4	34.5	22.7	54.0	8.0	19,515.5
Paper products	1,822.6	115.8	15.1	85.2	44.2	0.6	2,083.4
Plastics & rubber	7,860.5	333.7	113.6	3.0	30.8	4.2	8,345.8
Precious stones/metals/pearl	2,472.0	758.9	132.4	75.9	68.8	205.0	3,713.0
Prepared foodstuff	2,185.0	1,175.5	334.1	114.9	202.7	42.6	4,054.8
Special classification	1,192.0	611.1	43.1	46.5	153.6	9.3	2,055.5
Stone & related products	1,902.0	627.4	159.3	0.5	3.2	5.9	2,698.4
Textiles/apparel	21,423.1	457.2	812.5	17.5	39.3	115.7	22,865.2
Travel goods, leather, and hide	2,794.8	90.2	38.9	5.8	7.7	0.9	2,938.4
Vegetable products	566.3	119.9	760.7	8.5	54.5	13.3	1,523.3
Vehicles, vessels, and aircraft	21,816.9	8,166.3	27.7	11.7	73.7	86.4	30,182.7
Wood & related products	1,323.2	105.1	117.6	7.2	57.6	3.9	1,614.6
Total	203,506.6	20,144.5	8,147.1	3,049.1	2,864.8	1,274.6	238,986.7
% of Total	85.2%	8.4%	3.4%	1.3%	1.2%	0.5%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 11: Major Trading Partners of the Los Angeles Customs District

(Countries with a total two-way trade value of \$1 billion or more, sorted by 2006 total two-way trade ranking)

Origin of Imports

	Actual value (\$billions)											Change from prior year (%)										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
China	20.25	24.63	28.21	33.12	41.30	41.55	51.02	62.22	78.42	92.86	104.73										18.4	12.8
China (exc.HK&M)	18.18	22.45	25.80	30.64	38.69	39.34	48.93	60.15	75.72	90.31	102.12	15.4	23.5	14.9	18.8	26.3	1.7	24.4	22.9	25.9	19.3	13.1
Japan	29.36	30.51	30.15	33.23	36.17	31.70	29.90	29.57	32.57	34.82	37.54	-4.6	3.9	-1.2	10.2	8.9	-12.4	-5.7	-1.1	10.1	6.9	7.8
So. Korea	5.28	5.43	6.10	8.72	11.00	9.49	9.64	9.70	11.04	10.86	12.07	-8.5	2.8	12.3	42.9	26.2	-13.7	1.6	0.6	13.8	-1.6	11.1
Taiwan	8.69	9.74	9.83	10.20	11.48	9.82	9.45	9.72	10.33	10.23	11.00	2.2	12.1	0.9	3.8	12.6	-14.5	-3.8	2.9	6.3	-0.9	7.5
Germany	2.46	2.74	3.54	3.98	4.55	4.84	5.05	5.95	6.19	7.11	7.59	7.0	11.4	29.2	12.4	14.4	6.4	4.3	17.8	4.2	14.8	6.7
Malaysia	6.69	6.89	6.69	6.88	7.58	7.18	7.19	7.26	6.81	6.11	5.97	-0.6	3.0	-2.9	2.9	10.1	-5.3	0.2	1.0	-6.3	-10.2	-2.3
Thailand	3.87	4.35	4.59	4.69	5.47	4.99	5.42	5.12	5.70	5.89	6.93	4.9	12.4	5.5	2.1	16.7	-8.8	8.7	-5.7	11.4	3.4	17.6
Singapore	5.79	6.39	4.92	4.11	3.67	3.33	3.05	3.45	3.21	2.46	2.74	13.5	10.4	-23.0	-16.5	-10.7	-9.3	-8.5	13.2	-7.0	-23.3	11.3
Australia		0.72	1.34	1.06	1.14	1.24	1.24	1.31	1.64	1.74	1.82	0.0	0.0	86.1	-20.7	7.2	8.8	-0.1	5.9	25.3	5.7	5.0
Hong Kong SAR	2.07	2.18	2.41	2.48	2.61	2.21	2.09	2.07	2.24	2.17	2.21	-8.4	5.3	10.6	2.9	5.2	-15.3	-5.4	-0.9	8.2	-3.3	2.0
U.K.	1.55	1.69	1.78	1.99	2.20	2.10	2.05	2.16	2.37	2.81	2.95	19.2		5.3	11.7	10.7	-4.5	-2.4	5.3	9.9	18.4	4.9
Indonesia	2.41	2.80	2.82	3.12	3.41	3.36	3.17	3.01	3.50	3.78	3.98	21.1	16.2	0.7	10.5	9.4	-1.5	-5.8	-4.8	16.1	8.0	5.3
Philippines	2.22	2.70	2.60	2.72	2.98	2.59	2.29	2.60	2.50	2.55	2.75	44.2	21.6	-3.7	4.7	9.5	-13.1	-11.6	13.6	-3.6	1.7	8.1
India	0.73	0.93	1.07	1.34	1.57	1.47	1.61	1.76	2.08	2.49	2.66	10.6	27.4	15.1	25.2	17.2	-6.4	9.7	8.9	18.1	19.9	6.9
Vietnam							0.88	1.82	2.03	2.38	3.04								105.9	11.2	17.6	27.5
Mexico*		0.63	1.07	0.66	0.97	0.62	0.72	0.97	1.25	1.55	1.77			69.8	-38.8	48.1	-36.1	16.0	34.7	29.2	23.5	14.4
The Netherlands		0.52	0.46	0.51	0.72	0.64	0.70	0.67	0.66	0.88	0.92			-11.5	11.3	40.6	-11.1	9.4	-4.6	-1.6	34.0	4.0
Ecuador					1.01	0.73	0.77	0.95	1.39	2.12	2.86							6.0	22.8	45.8	52.9	35.2
Iraq							0.62	0.79	1.55	1.34	2.83								27.1	96.8	-13.4	111.3
Italy	1.22	1.44	1.68	1.74	1.94	1.92	1.83	1.83	1.80	1.85	1.93	-12.9	18.0	16.7	3.8	11.3	-1.0	-4.8	0.2	-1.5	2.4	4.5
France	0.74	0.84	0.95	1.02	1.23	1.01	0.86	1.09	1.24	1.15	1.10	-1.3	13.5	13.1	6.8	21.2	-17.9	-14.7	26.2	14.0	-7.3	-4.3
Saudi Arabia			0.18	0.30	0.54	0.77	0.60	1.42	1.49	2.34	2.26				64.4			-22.1	136.1	5.2	57.2	-3.3
Brazil		0.39	0.39	0.40	0.52	0.53	0.62	0.52	0.71	1.14	1.65			0.8	1.6	31.6	1.9	17.1	-16.7	36.6	60.9	45.5
Belgium		0.43	0.59	0.75	0.74	0.67	0.69	0.94	1.13	1.08	0.97			37.2	26.9	-1.2	-9.5	2.6	37.4	19.1	-3.9	-9.9
Canada*	0.68	0.68	0.70	0.70	0.80	0.81	0.76	0.69	0.95	0.95	1.28			2.9	0.4	13.8	1.3	-6.0	-9.6	37.8	-0.2	35.0
New Zealand		0.43	0.37	0.39	0.57	0.56	0.59	0.61	0.89	0.92	0.83			-14.0	6.5	44.7	-1.8	5.3	3.5	46.2	2.9	-9.8
Israel		0.30	0.36	0.56	0.73	0.75	1.02	0.92	1.09	1.30	1.28			19.4	55.7	31.3	2.7	35.4	-9.5	18.1	20.0	-1.6
Sweden							0.73	1.05	0.97	1.18	0.80								42.8	-6.7	21.5	-32.3
Switzerland		0.32	0.36	0.35	0.35	0.41	0.32	0.35	0.50	0.49	0.59			12.5	-1.7			-22.2	9.4	41.9	-0.4	19.1
Bangladesh							0.64	0.63	0.65	0.78	1.03								-1.0	2.5	19.6	33.0
Cambodia											0.96										18.4	12.8

Note: Prior to 2004, the China total included only China & Hong Kong SAR

Destination of Exports

	Actual value (\$billions)											Change from prior year (%)										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
China	7.58	8.49	6.92	7.90	9.59	9.80	9.86	11.73	14.08	16.10	21.27										14.4	32.1
China (exc. HK&M)	3.02	3.54	2.94	3.67	4.77	5.59	6.10	8.10	9.84	11.73	16.49	22.3	17.2	-16.9	24.7	30.1	17.2	9.2	32.6	21.5	19.2	40.6
Japan	16.24	16.11	12.93	12.99	15.67	13.92	12.01	11.92	11.23	11.62	13.14	3.5	-0.8	-19.7	0.4	20.7	-11.2	-13.7	-0.7	-5.8	3.4	13.1
So. Korea	7.36	7.47	4.67	6.87	8.23	6.18	5.87	6.49	5.79	7.08	8.66	2.4	1.5	-37.5	47.0	19.9	-24.9	-5.0	10.4	-10.7	22.1	22.4
Taiwan	5.02	5.77	5.28	5.29	6.53	5.05	4.98	4.51	4.45	4.89	5.70	-5.8	14.9	-8.5	0.1	23.5	-22.7	-1.4	-9.4	-1.3	9.8	16.7
Germany	1.56	1.41	1.89	1.74	2.02	1.83	1.36	1.53	1.65	1.90	2.07	-4.3	-9.6	34.0	-8.1	16.4	-9.4	-25.8	12.4	7.8	15.2	9.3
Malaysia	2.94	3.60	2.72	3.28	3.67	2.95	3.36	4.05	3.54	3.47	3.68	-5.2	22.4	-24.4	20.7	11.8	-19.6	13.8	20.7	-12.6	-2.0	5.9
Thailand	1.66	1.59	1.13	1.32	1.48	1.73	1.53	1.56	1.89	2.09	2.08	0.0	-4.2	-28.9	17.2	11.8	16.9	-11.7	2.2	20.9	10.8	-0.8
Singapore	4.68	4.77	3.96	4.10	4.59	4.37	3.51	3.64	4.10	4.70	5.49	7.1	1.9	-17.0	3.4	12.1	-4.8	-19.6	3.5	12.6	14.8	16.8
Australia	5.02	5.21	5.63	5.17	5.69	4.96	4.76	5.01	5.28	5.87	6.09	7.5	3.8	8.1	-8.2	10.1	-12.8	-4.1	5.2	5.5	11.1	3.9
Hong Kong	4.56	4.95	3.98	4.24	4.82	4.21	3.76	3.64	4.23	4.36	4.71	-0.9	8.6	-19.6	6.4	13.8	-12.7	-10.8	-3.1	16.3	3.0	8.0
U.K.	2.31	2.69	2.54	2.21	2.47	2.45	2.33	2.49	2.56	2.75	2.50	1.8	16.5	-5.6	-13.0	11.8	-0.8	-5.0	6.9	2.7	7.7	-9.0
Indonesia	1.28	1.18	0.67	0.61	0.75	0.67	0.69	0.67	0.84	1.00	1.01		-7.8	-43.2	-8.4	22.1	-10.7	3.2	-3.0	25.8	17.9	1.3
Philippines	1.87	2.19	2.02	2.89	3.32	2.30	1.95	2.21	1.55	1.80	1.81	15.4	17.1	-7.8	43.3	14.7	-30.7	-15.2	13.2	-29.7	15.8	0.7
India		0.39	0.43	0.43	0.56	0.63	0.63	0.78	0.83	1.00	1.05			10.3	0.0	30.2	12.5	0.2	23.4	6.3	20.3	5.5
Vietnam							0.18	0.21	0.28	0.33	0.40								16.7	28.3	20.4	21.9
Mexico*		0.59	0.75	0.77	1.28	1.31	0.98	0.99	1.21	1.15	1.47			27.1	2.1	67.1	2.3	-25.2	0.6	22.7	-4.7	27.3
Netherlands	1.60	2.54	1.78	1.38	1.52	1.28	1.11	1.31	1.47	1.60	2.04	-19.6	58.8	-29.9	-22.4	10.0	-15.8	-13.1	17.4	12.3	9.1	27.7
Ecuador					0.08	0.07	0.07	0.05	0.04	0.06	0.03						-12.50	-4.7	-21.7	-21.7	36.4	-39.6
Iraq							0.00	0.01	0.01	0.02	0.01									54.6	105.2	-68.2
Italy		0.65	0.69	0.69	0.64	0.67	0.54	0.43	0.48	0.76	0.73			6.2	0.0	-7.2	4.7	-20.1	-19.3	11.2	58.4	-3.9
France	1.09	1.17	1.10	1.22	1.35	1.24	1.00	1.10	1.07	1.27	1.38	0.9	7.3	-6.0	10.6	10.9	-8.1	-19.4	10.4	-2.8	18.0	8.9
Saudi Arabia			1.20	0.68	0.30	0.12	0.10	0.12	0.09	0.15	0.18				-43.5		-60.00	-20.5	22.5	-20.5	61.9	21.7
Brazil		0.43	0.40	0.69	0.65	0.60	0.48	0.45	0.64	0.80	0.78			-7.4	72.8	-5.9	-7.7	-20.8	-4.3	39.9	26.4	-3.4
Belgium	0.71	0.63	0.71	0.61	0.65	0.59	0.74	0.86	1.04	1.01	1.04		-11.3	12.7	-14.6	7.3	-9.2	25.3	16.3	20.4	-2.7	3.5
Canada*		0.56	0.48	0.52	0.43	0.71	0.42	0.27	0.39	0.38	0.41			-14.3	8.1	-17.1	65.1	-41.5	-35.0	43.5	-1.3	6.8
New Zealand	0.84	0.87	0.83	0.84	0.81	0.72	0.69	0.69	0.76	0.93	0.83		3.6	-4.6	0.6	-3.0	-11.1	-4.4	0.7	9.1	22.5	-10.5
Israel		0.60	0.62	0.79	0.73	0.45	0.30	0.26	0.27	0.31	0.34			3.7	26.7	-7.2	-38.4	-32.8	-12.7	1.3	15.9	8.0
Sweden							0.25	0.29	0.28	0.25	0.37								14.0	-3.6	-9.8	45.3
Switzerland		0.85	0.54	0.33	0.42	0.38	0.33	0.27	0.47	0.56	0.56			-36.5	-39.6		-9.52	-13.1	-19.1	75.7	19.5	0.3
Bangladesh							0.09	0.07	0.10	0.08	0.08								-23.2	42.9	-19.8	-2.1
Cambodia											0.05											

Note: Prior to 2004, the China total included only China & Hong Kong SAR

Two-Way Trade Value

	Actual value (\$billions)											Change from prior year (%)										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
China	27.83	33.12	35.13	41.02	50.89	51.35	60.88	73.96	92.50	108.96	126.00										17.8	15.6
China (exc. HK&M)	21.20	25.99	28.74	34.30	43.46	44.93	55.03	68.25	85.55	102.04	118.61	16.4	22.6	10.6	19.4	26.69	3.38	22.5	24.0	25.4	19.3	16.2
Japan	45.60	46.62	43.08	46.21	51.84	45.62	41.91	41.49	43.80	46.44	50.68	-1.9	2.2	-7.6	7.3	12.18	-12.00	-8.1	-1.0	5.6	6.0	9.1
So. Korea	12.64	12.90	10.77	15.58	19.23	15.68	15.52	16.18	16.83	17.94	20.73	-2.5	2.1	-16.5	44.7	23.41	-18.48	-1.0	4.3	4.0	6.6	15.6
Taiwan	13.71	15.51	15.11	15.49	18.01	14.87	14.43	14.23	14.78	15.12	16.70	-0.9	13.1	-2.6	2.5	16.30	-17.43	-3.0	-1.4	3.9	2.3	10.5
Germany	4.02	4.15	5.43	5.71	6.57	6.67	6.41	7.47	7.84	9.01	9.66	2.3	3.2	30.8	5.2	14.98	1.52	-3.9	16.6	4.9	14.9	7.3
Malaysia	9.63	10.49	9.41	10.17	11.25	10.13	10.55	11.32	10.35	9.58	9.65	-2.0	8.9	-10.3	8.0	10.67	-9.96	4.2	7.3	-8.6	-7.4	0.7
Thailand	5.53	5.94	5.72	6.01	6.95	6.72	6.95	6.68	7.59	7.98	9.00	3.4	7.4	-3.7	5.1	15.64	-3.31	3.5	-3.9	13.6	5.2	12.8
Singapore	10.47	11.16	8.88	8.21	8.26	7.70	6.56	7.09	7.30	7.16	8.23	10.6	6.6	-20.4	-7.6	0.67	-6.78	-14.8	8.0	3.1	-1.9	14.9
Australia	5.61	5.93	6.97	6.23	6.83	6.20	6.00	6.32	6.93	7.60	7.92	8.7	5.7	17.5	-10.6	9.65	-9.22	-3.3	5.4	9.6	9.8	4.2
Hong Kong	6.63	7.13	6.39	6.72	7.43	6.42	5.85	5.71	6.47	6.52	6.92	-3.4	7.5	-10.4	5.1	10.63	-13.59	-8.9	-2.3	13.4	0.8	6.0
U.K.	3.86	4.38	4.32	4.20	4.67	4.55	4.38	4.65	4.93	5.56	5.45	8.1	13.5	-1.4	-2.8	11.24	-2.57	-3.8	6.1	6.0	12.8	-2.0
Indonesia	3.69	3.98	3.49	3.73	4.16	4.03	3.86	3.68	4.34	4.77	4.99	21.4	7.9	-12.3	6.9	11.53	-3.13	-4.3	-4.5	17.9	9.9	4.4
Philippines	4.09	4.89	4.62	5.62	6.30	4.89	4.24	4.81	4.06	4.34	4.56	29.4	19.6	-5.5	21.6	12.18	-22.38	-13.3	13.4	-15.6	7.1	5.0
India		1.32	1.50	1.77	2.13	2.10	2.24	2.54	2.90	3.48	3.71			13.6	18.0	20.34	-1.41	6.9	12.9	14.5	20.0	6.5
Vietnam							1.07	2.04	2.30	2.72	3.44								90.5	13.0	18.0	26.8
Mexico*		1.22	1.82	1.42	2.25	1.93	1.70	1.95	2.46	2.70	3.24			49.2	-21.9	58.34	-14.22	-12.0	15.0	25.9	9.6	19.9
Netherlands	2.01	3.06	2.24	1.89	2.24	1.92	1.81	1.97	2.12	2.48	2.96	-15.5	52.2	-26.8	-15.4	18.27	-14.29	-5.6	8.9	7.6	16.8	19.3
Ecuador					1.09	0.80	0.84	1.00	1.43	2.17	2.90							5.0	19.3	42.3	52.4	33.3
Iraq							0.62	0.79	1.56	1.36	2.84								28.3	96.4	-12.6	108.2
Italy	2.08	2.09	2.37	2.43	2.58	2.59	2.36	2.26	2.28	2.61	2.66	-15.1	0.5	13.4	2.7	6.04	0.39	-8.7	-4.2	0.9	14.2	2.0
France	1.83	2.01	2.05	2.23	2.58	2.25	1.86	2.19	2.31	2.41	2.48	0.0	9.8	2.0	8.9	15.59	-12.79	-17.3	17.7	5.6	4.4	2.6
Saudi Arabia			1.38	0.97	0.84	0.89	0.70	1.53	1.58	2.49	2.45				-29.4			-21.9	120.5	3.3	57.5	-1.8
Brazil		0.82	0.79	1.09	1.17	1.13	1.10	0.97	1.34	1.94	2.43			-3.5	37.7	7.71	-3.42	-3.1	-11.3	38.1	44.5	25.3
Belgium	1.04	1.06	1.30	1.36	1.39	1.26	1.43	1.80	2.16	2.09	2.02			22.6	4.2	2.58	-9.35	13.2	26.4	19.7	-3.3	-3.5
Canada*	1.16	1.24	1.18	1.22	1.23	1.52	1.18	0.96	1.34	1.33	1.69	0.0	6.9	-4.8	3.6	0.65	23.58	-22.5	-18.6	39.4	-0.6	26.9
New Zealand	1.25	1.30	1.20	1.23	1.38	1.28	1.28	1.30	1.65	1.84	1.66	10.6	4.0	-7.7	2.4	12.29	-7.25	-0.2	2.0	26.5	11.9	-10.2
Israel		0.90	0.98	1.34	1.46	1.20	1.32	1.18	1.35	1.61	1.62			8.9	37.3	8.71	-17.81	9.9	-10.2	14.3	19.2	0.2
Sweden							0.99	1.33	1.25	1.44	1.17								35.4	-6.0	14.5	-18.7
Switzerland		1.17	0.90	0.68	0.77	0.79	0.65	0.62	0.96	1.05	1.15			-23.1	-24.4			-17.9	-5.1	56.6	9.3	9.1
Bangladesh							0.73	0.70	0.75	0.86	1.11								-3.8	6.5	14.4	29.7
Cambodia											1.02											

Note: Prior to 2004, the China total included only China & Hong Kong SAR

Note: Trade between the Los Angeles Customs District, Canada, and Mexico is understated due to the current reporting procedures.

Source: US Dept. of Commerce, Bureau of the Census, Annual U.S. Merchandise Trade

Table 12: Exports Through L.A. Customs District by Destination Country, 2006

(In millions of US\$)

Country / Area	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
China	21,266.6	15,055.5	6,114.9	70.8%	28.8%	23.5%
China (exc. HK & M)	16,490.0	12,363.0	4,081.9	75.0%	24.8%	18.2%
Japan	13,144.8	8,420.0	4,424.8	64.1%	33.7%	14.5%
South Korea	8,658.8	5,066.8	3,553.8	58.5%	41.0%	9.6%
Australia	6,094.9	4,040.3	2,017.5	66.3%	33.1%	6.7%
Taiwan	5,704.3	3,294.4	2,391.1	57.8%	41.9%	6.3%
Singapore	5,493.0	2,751.2	2,653.1	50.1%	48.3%	6.1%
Hong Kong SAR	4,706.2	2,655.7	2,000.0	56.4%	42.5%	5.2%
Malaysia	3,676.1	918.3	2,739.9	25.0%	74.5%	4.1%
United Kingdom	2,503.1	266.9	2,142.5	10.7%	85.6%	2.8%
Thailand	2,075.5	1,181.1	849.9	56.9%	41.0%	2.3%
Germany	2,070.5	209.8	1,836.8	10.1%	88.7%	2.3%
The Netherlands	2,042.4	290.3	1,745.8	14.2%	85.5%	2.3%
Philippines	1,809.6	763.1	1,041.6	42.2%	57.6%	2.0%
Mexico	1,466.5	63.7	1,123.5	4.3%	76.6%	1.6%
France	1,378.3	137.9	1,218.2	10.0%	88.4%	1.5%
India	1,050.7	553.7	493.8	52.7%	47.0%	1.2%
Belgium	1,042.2	259.3	782.4	24.9%	75.1%	1.2%
Indonesia	1,007.7	943.3	63.9	93.6%	6.3%	1.1%
New Zealand	829.4	532.2	290.9	64.2%	35.1%	0.9%
Brazil	776.1	75.3	698.5	9.7%	90.0%	0.9%
Italy	731.0	55.4	668.2	7.6%	91.4%	0.8%
Switzerland	561.8	53.4	499.3	9.5%	88.9%	0.6%
Ireland	428.4	18.3	409.9	4.3%	95.7%	0.5%
Canada	408.2	239.5	167.7	58.7%	41.1%	0.5%
Vietnam	404.3	367.4	36.7	90.9%	9.1%	0.4%
Sweden	365.7	69.9	293.5	19.1%	80.2%	0.4%
United Arab Emirates	357.9	160.4	195.1	44.8%	54.5%	0.4%
Israel	335.1	22.5	311.2	6.7%	92.9%	0.4%
Chile	333.0	182.0	150.7	54.7%	45.3%	0.4%
Spain	317.0	90.7	225.1	28.6%	71.0%	0.4%
Russia	276.3	114.9	161.2	41.6%	58.3%	0.3%
Republic Of South Africa	228.4	53.6	173.8	23.5%	76.1%	0.3%
Saudi Arabia	183.1	130.2	52.9	71.1%	28.9%	0.2%
Turkey	165.2	26.5	136.7	16.0%	82.7%	0.2%
Pakistan	142.8	122.7	20.0	85.9%	14.0%	0.2%
Panama	142.1	131.8	10.2	92.8%	7.2%	0.2%
Costa Rica	137.5	45.3	92.1	33.0%	67.0%	0.2%
Guatemala	137.1	126.4	10.6	92.2%	7.8%	0.2%
Venezuela	115.5	98.8	16.7	85.6%	14.4%	0.1%
Finland	111.1	44.7	65.7	40.3%	59.2%	0.1%
Argentina	110.6	17.6	92.9	15.9%	84.0%	0.1%
El Salvador	105.5	101.8	3.6	96.5%	3.5%	0.1%
Colombia	105.3	73.3	32.0	69.5%	30.4%	0.1%
All others (< US\$100 mil.)	2,213.7	985.4	1,175.6	44.5%	53.1%	2.4%
Total	90,436.3	48,118.8	41,151.6	53.2%	45.5%	100.0%

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 13: Imports Entering L.A. Customs District by Country of Origin, 2006

(Customs value in millions of US\$)

Country / Area	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
China	104,728.6	92,966.3	11,687.5	88.8%	11.2%	43.8%
China (exc. HK & M)	102,124.9	90,884.2	11,217.6	89.0%	11.0%	42.7%
Japan	37,538.1	31,936.8	5,593.6	85.1%	14.9%	15.7%
South Korea	12,071.1	8,939.2	3,128.9	74.1%	25.9%	5.1%
Taiwan	10,996.9	8,415.0	2,579.4	76.5%	23.5%	4.6%
Germany	7,589.7	6,615.7	966.2	87.2%	12.7%	3.2%
Thailand	6,927.1	5,317.2	1,587.5	76.8%	22.9%	2.9%
Malaysia	5,974.8	3,839.5	2,128.1	64.3%	35.6%	2.5%
Indonesia	3,978.2	3,672.0	290.5	92.3%	7.3%	1.7%
Vietnam	3,039.8	2,887.8	151.1	95.0%	5.0%	1.3%
United Kingdom	2,945.9	1,931.5	998.6	65.6%	33.9%	1.2%
Ecuador	2,862.6	2,841.4	20.9	99.3%	0.7%	1.2%
Iraq	2,831.8	2,828.8	3.0	99.9%	0.1%	1.2%
Philippines	2,753.7	2,161.5	591.0	78.5%	21.5%	1.2%
Singapore	2,739.0	1,048.5	1,673.7	38.3%	61.1%	1.1%
India	2,658.5	1,604.1	1,043.2	60.3%	39.2%	1.1%
Saudi Arabia	2,264.8	2,264.5	0.3	100.0%	0.0%	0.9%
Hong Kong SAR	2,211.0	1,736.9	422.5	78.6%	19.1%	0.9%
Italy	1,930.0	1,177.4	735.5	61.0%	38.1%	0.8%
Australia	1,824.5	1,338.7	453.3	73.4%	24.8%	0.8%
Mexico	1,769.3	1,408.4	263.1	79.6%	14.9%	0.7%
Brazil	1,652.7	1,592.5	58.8	96.4%	3.6%	0.7%
Israel	1,281.7	178.7	1,077.1	13.9%	84.0%	0.5%
Canada	1,278.5	615.0	266.7	48.1%	20.9%	0.5%
France	1,099.5	645.7	430.4	58.7%	39.1%	0.5%
Bangladesh	1,031.0	987.5	43.5	95.8%	4.2%	0.4%
Belgium	974.7	405.8	567.4	41.6%	58.2%	0.4%
Cambodia	964.6	898.3	64.4	93.1%	6.7%	0.4%
The Netherlands	915.7	354.7	560.6	38.7%	61.2%	0.4%
New Zealand	827.9	663.1	163.6	80.1%	19.8%	0.3%
Sweden	801.6	647.7	153.8	80.8%	19.2%	0.3%
Chile	633.5	536.5	94.3	84.7%	14.9%	0.3%
Switzerland	587.2	139.5	445.3	23.7%	75.8%	0.2%
Peru	569.3	412.8	156.5	72.5%	27.5%	0.2%
Pakistan	566.6	528.8	34.3	93.3%	6.1%	0.2%
Guatemala	531.6	493.4	38.3	92.8%	7.2%	0.2%
Austria	503.1	314.0	189.0	62.4%	37.6%	0.2%
Angola	465.4	465.4	0.0	100.0%	0.0%	0.2%
Spain	455.4	272.6	182.5	59.9%	40.1%	0.2%
Ireland	420.8	353.9	66.7	84.1%	15.8%	0.2%
Macao SAR	392.7	345.2	47.4	87.9%	12.1%	0.2%
Sri Lanka	376.9	301.8	59.9	80.1%	15.9%	0.2%
Turkey	367.8	283.1	84.4	77.0%	22.9%	0.2%
Russia	349.8	260.9	88.9	74.6%	25.4%	0.1%
Republic Of South Africa	340.8	145.7	194.9	42.8%	57.2%	0.1%
Argentina	302.9	285.5	17.4	94.3%	5.7%	0.1%
Colombia	279.3	251.1	26.2	89.9%	9.4%	0.1%
Costa Rica	247.5	128.1	113.0	51.8%	45.6%	0.1%
Venezuela	211.8	211.7	0.1	99.9%	0.1%	0.1%
United Arab Emirates	200.0	183.2	13.6	91.6%	6.8%	0.1%
All others (< US\$200 mil.)	3,324.5	2,609.0	674.4	78.5%	20.3%	1.4%
Total	238,986.7	198,359.9	39,761.6	83.0%	16.6%	100.0%

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 14: Top U.S. Ports, 2006

(All values in billions of US\$; ports over \$50 billion in two-way trade plus a few additional ports in California; import data is the value of merchandise "unloaded" rather than the value of merchandise that "cleared" U.S. customs)

Customs District	Port (seaport unless otherwise noted)	Two-Way	Import	Export
Los Angeles	Los Angeles	\$ 226.3	\$ 200.0	\$ 26.3
Detroit	Detroit, MI	152.7	71.3	81.4
New York City	John F. Kennedy International Airport, NY	150.2	80.7	69.5
New York City	Newark, NJ	123.5	113.4	10.1
Laredo	Laredo, TX	105.8	59.8	46.0
Houston-Galveston	Houston, TX	103.1	61.1	42.0
Chicago	Chicago, IL	96.1	64.0	32.1
Buffalo	Buffalo-Niagara Falls, NY	81.2	43.5	37.8
Los Angeles	Los Angeles International Airport	80.2	38.2	42.0
Los Angeles	Long Beach	79.3	57.7	21.6
Detroit	Port Huron, MI	75.2	46.5	28.7
New Orleans	New Orleans, LA	68.1	38.5	29.6
San Francisco	San Francisco International Airport	64.0	34.4	29.6
Charleston	Charleston, SC	55.2	39.1	16.1
San Francisco	Oakland	34.6	24.7	10.0
San Diego	Otay Mesa Station	29.2	19.2	10.0
San Diego	Calexico East	12.3	7.3	5.0
Los Angeles	Port Hueneme	7.5	7.3	0.2
San Diego	San Diego	7.3	7.0	0.2

Table 15: Top U.S. Ports in Exports, 2006

(All values in billions of US\$; ports over \$20 billion in exports)

Customs District	Port (seaport unless otherwise noted)	Value
Detroit	Detroit, MI	\$ 81.4
New York City	John F. Kennedy International Airport, NY	69.5
Laredo	Laredo, TX	46.0
Los Angeles	Los Angeles International Airport, CA	42.0
Houston-Galveston	Houston, TX	42.0
Buffalo	Buffalo-Niagara Falls, NY	37.8
Chicago	Chicago, IL	32.1
San Francisco	San Francisco International Airport, CA	29.6
New Orleans	New Orleans, LA	29.6
Detroit	Port Huron, MI	28.7
New York City	New York, NY	26.3
Los Angeles	Los Angeles, CA	26.3
Los Angeles	Long Beach, CA	21.6
El Paso	El Paso, TX	21.2
Miami	Miami International Airport Cargo Facilities, FL	21.0

Table 16: Top U.S. Ports in Imports, 2006

(All values in billions of US\$; ports over \$30 billion in exports plus Oakland; value of merchandise "unladen")

Customs District	Port (seaport unless otherwise noted)	Value
Los Angeles	Los Angeles, CA	\$ 200.0
New York City	Newark, NJ	113.4
New York City	John F. Kennedy International Airport, NY	80.7
Detroit	Detroit, MI	71.3
Chicago	Chicago, IL	64.0
Houston-Galveston	Houston, TX	61.1
Laredo	Laredo, TX	59.8
Los Angeles	Long Beach, CA	57.7
Detroit	Port Huron, MI	46.5
Buffalo	Buffalo-Niagara Falls, NY	43.5
Charleston	Charleston, SC	39.1
New Orleans	New Orleans, LA	38.5
Los Angeles	Los Angeles International Airport, CA	38.2
San Francisco	San Francisco International Airport, CA	34.4
Anchorage	Anchorage, AK	34.2
Philadelphia	Philadelphia, PA	33.4
San Francisco	Oakland, CA	24.7

Source: US Dept. of Commerce,
Bureau of the Census, U.S. Port Data

Table 17: Exports Through Port of LA, Port of LB, and LAX; 2006

Product Group	Value (\$ millions)			Shipping Weight (million kg)		
	POLA	POLB	LAX	POLA	POLB	LAX
Armaments	82.3	37.7	262.7	3.5	0.6	0.7
Art & antiques	8.9	3.4	222.5	0.2	0.2	0.4
Base metals & related articles	2,635.8	2,817.2	736.3	2,126.5	1,854.0	38.7
Chemical products	4,218.0	2,735.9	2,586.0	1,610.0	1,292.2	31.4
Fats & waxes	27.0	34.1	2.9	34.6	57.4	0.7
Footwear & related products	37.1	33.1	46.5	4.7	3.8	1.9
Instruments	669.6	459.1	5,270.8	27.9	23.1	21.8
Live animals & animal products	474.8	380.2	56.7	246.3	194.8	4.6
Machinery & equipment	6,030.8	4,284.5	23,949.5	470.2	310.1	95.1
Mineral products	382.7	878.2	7.1	1,665.9	5,360.8	3.9
Other manufactures	662.2	359.9	674.8	61.7	41.5	11.6
Paper products	632.0	652.3	162.8	1,874.4	3,256.8	13.4
Plastics & rubber	3,109.1	2,680.7	539.8	1,334.8	1,469.5	16.0
Precious stones/metals/pearl	23.7	102.6	741.8	0.4	0.8	0.8
Prepared foodstuff	1,665.2	1,086.7	137.4	1,126.7	646.1	18.9
Special classification	96.9	54.0	863.6	4.7	2.3	1.4
Stone & related products	314.4	268.5	89.2	115.2	87.4	5.8
Textiles/apparel	1,581.3	1,108.9	383.3	1,082.3	758.0	13.9
Travel goods, leather, and hide	389.9	776.8	207.5	138.8	317.0	3.1
Vegetable products	1,039.7	818.0	201.2	2,167.5	1,552.7	72.3
Vehicles, vessels, and aircraft	2,060.4	1,944.3	4,883.2	182.5	164.0	19.0
Wood & related products	139.4	129.5	11.5	194.0	166.4	1.2
Total	26,281.2	21,645.6	42,037.0	14,472.9	17,559.3	376.7

Table 18: Imports Through Port of LA, Port of LB, and LAX; 2006

Product Group	Value (\$ millions)			Shipping Weight (million kg)		
	POLA	POLB	LAX	POLA	POLB	LAX
Armaments	154.7	41.6	96.1	16.4	4.6	1.4
Art & antiques	73.2	11.6	326.5	11.7	2.2	0.4
Base metals & related articles	12,870.7	4,121.2	256.3	8,131.3	2,009.5	10.5
Chemical products	4,783.7	1,408.5	1,245.5	1,514.4	542.1	9.4
Fats & waxes	116.8	55.9	1.3	55.8	31.2	0.2
Footwear & related products	8,627.3	2,012.9	345.1	1,012.5	239.9	18.9
Instruments	3,974.8	1,385.2	3,036.3	269.4	85.0	28.4
Live animals & animal products	2,551.6	319.2	312.3	627.2	73.4	30.8
Machinery & equipment	65,196.7	23,015.9	22,907.9	6,425.7	2,439.3	212.2
Mineral products	8,910.5	1,538.3	1.3	21,988.5	4,816.2	0.7
Other manufactures	18,438.6	7,797.7	941.6	5,251.6	2,111.8	24.5
Paper products	2,257.5	854.4	68.2	1,284.2	467.7	4.2
Plastics & rubber	9,140.0	3,316.3	175.6	3,458.2	1,173.3	14.6
Precious stones/metals/pearl	263.9	139.2	3,474.6	24.8	13.3	3.4
Prepared foodstuff	3,677.5	665.4	27.3	2,105.1	390.6	2.1
Special classification	511.0	149.0	1,883.0	70.1	22.3	7.8
Stone & related products	2,753.7	999.1	85.4	2,939.1	1,078.0	4.3
Textiles/apparel	24,220.2	4,306.9	2,128.4	2,652.5	537.9	114.3
Travel goods, leather, and hide	3,379.0	1,026.5	257.8	495.2	145.7	11.2
Vegetable products	1,225.5	299.6	148.1	1,030.8	236.5	21.4
Vehicles, vessels, and aircraft	25,047.6	3,534.7	476.0	2,775.0	689.7	13.6
Wood & related products	1,839.1	680.6	12.1	1,211.7	514.9	1.4
Total	200,013.6	57,679.8	38,206.9	63,350.8	17,625.2	535.6

Note: POLA = Port of Los Angeles; POLB = Port of Long Beach; LAX = Los Angeles International Airport

Source: US Dept. of Commerce, Bureau of the Census, [U.S. Port Data](#)

Table 19: Exports Through the San Diego Customs District, 2006

(In millions of US\$)	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
Electrical apparatus	2,458.1	0.2	26.6	0.0%	1.1%	15.4%
Plastics & polymers & related products	1,539.7	1.6	7.7	0.1%	0.5%	9.6%
Motor vehicles	1,354.7	0.7	0.2	0.1%	0.0%	8.5%
Iron alloys, steel, & related products	842.0	1.2	0.4	0.1%	0.0%	5.3%
Engines, pumps	697.0	3.0	3.6	0.4%	0.5%	4.4%
Magnetic & radio record/playback dev.	651.1	0.0	9.7	0.0%	1.5%	4.1%
Machinery	597.3	0.6	1.7	0.1%	0.3%	3.7%
Electric machinery	572.6	1.1	6.2	0.2%	1.1%	3.6%
Measuring devices	567.5	0.0	24.0	0.0%	4.2%	3.6%
Paper & related products	563.2	0.4	0.0	0.1%	0.0%	3.5%
Electronic machinery	526.2	0.2	37.4	0.0%	7.1%	3.3%
Aluminum products	353.5	0.4	0.1	0.1%	0.0%	2.2%
Misc. metal products	299.7	0.4	0.5	0.1%	0.2%	1.9%
Apparel	289.1	0.2	0.3	0.1%	0.1%	1.8%
Rubber & related products	281.8	0.4	0.5	0.1%	0.2%	1.8%
Power generating machinery, engines	271.8	0.4	0.1	0.2%	0.0%	1.7%
Textile products	263.9	0.6	0.0	0.2%	0.0%	1.7%
Raw fuel	254.7	14.2	0.0	5.6%	0.0%	1.6%
Misc food products	227.6	1.5	0.0	0.7%	0.0%	1.4%
Wood	202.3	0.1	0.0	0.0%	0.0%	1.3%
Animal meat	200.8	0.0	0.0	0.0%	0.0%	1.3%
Manmade fiber	168.6	0.0	0.0	0.0%	0.0%	1.1%
Furniture & prefab. buildings	161.4	0.3	1.6	0.2%	1.0%	1.0%
Toys	153.0	0.1	0.2	0.1%	0.1%	1.0%
Coloring products	137.1	0.8	0.5	0.6%	0.4%	0.9%
Agricultural machinery	128.3	1.3	0.0	1.0%	0.0%	0.8%
Fruit & nuts	111.0	3.3	0.0	2.9%	0.0%	0.7%
Misc. chemical products	106.3	2.4	10.2	2.2%	9.6%	0.7%
All other items (< US\$100 million)	1,999.4	27.6	33.3	1.4%	1.7%	12.5%
Total	15,979.6	63.1	165.0	0.4%	1.0%	

Table 20: Imports Entering the San Diego Customs District, 2006

(In millions of US\$)	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
Magnetic & radio record/playback dev.	10,706.0	5.8	7.0	0.1%	0.1%	30.8%
Motor vehicles	8,036.4	6,264.4	1.8	78.0%	0.0%	23.1%
Electrical apparatus	2,320.2	39.1	12.8	1.7%	0.6%	6.7%
Measuring devices	1,762.1	34.9	29.4	2.0%	1.7%	5.1%
Other, nonclassified products	1,167.3	24.5	48.7	2.1%	4.2%	3.4%
Electric machinery	1,164.8	140.0	25.2	12.0%	2.2%	3.3%
Engines, pumps	1,013.9	10.9	17.5	1.1%	1.7%	2.9%
Furniture & prefab. buildings	822.2	23.2	0.5	2.8%	0.1%	2.4%
Apparel	752.6	38.6	9.8	5.1%	1.3%	2.2%
Misc. metal products	703.3	2.4	0.3	0.3%	0.0%	2.0%
Vegetables	664.9	2.3	0.0	0.3%	0.0%	1.9%
Electronic machinery	593.5	8.1	24.8	1.4%	4.2%	1.7%
Plastics & polymers & related products	559.8	23.4	6.1	4.2%	1.1%	1.6%
Toys	423.6	105.3	99.4	24.8%	23.5%	1.2%
Fruit & nuts	387.9	186.7	0.0	48.1%	0.0%	1.1%
Machinery	367.3	22.1	3.5	6.0%	1.0%	1.1%
Iron alloys, steel, & related products	319.9	33.3	1.2	10.4%	0.4%	0.9%
Paper & related products	275.0	20.9	0.3	7.6%	0.1%	0.8%
Water & alcoholic beverages	224.5	0.6	0.0	0.3%	0.0%	0.6%
Glass & related products	216.5	1.3	0.3	0.6%	0.1%	0.6%
All other items (< US\$200 million)	2,311.5	271.2	47.1	11.7%	2.0%	6.6%
Total	34,793.3	7,258.9	335.5	20.9%	1.0%	

Table 21: Exports Through San Diego Cus. Dist. by Product & Continent, 2006

(In millions of US\$)	North			Cen. & So.			Total
	America	Asia	Europe	America	Oceania	Africa	
Armaments	2.4						2.4
Art & antiques	2.2						2.2
Base metals & related articles	1,684.7	1.8	0.3	1.1	0.1		1,687.9
Chemical products	469.9	7.0	9.5	3.7	0.8	0.2	491.1
Fats & waxes	33.9	0.0		0.8			34.7
Footwear & related products	17.6			1.6			19.2
Instruments	634.4	7.7	12.9	1.1	0.5	0.0	656.6
Live animals & animal products	294.1	1.4		1.3	0.0	0.0	296.8
Machinery & equipment	5,913.5	35.8	36.3	10.2	2.3	0.6	5,998.6
Mineral products	267.2	0.0	0.0	0.1		0.0	267.4
Other manufactures	367.0	0.6	0.8	0.8	0.1	0.0	369.2
Paper products	689.8	0.6	0.7	0.5	0.1	0.1	691.8
Plastics & rubber	1,811.3	5.6	2.9	1.2	0.4	0.1	1,821.6
Precious stones/metals/pearl	33.7	0.0	0.2	0.0		0.1	34.0
Prepared foodstuff	457.4	0.3		3.4			461.1
Special classification	41.0	9.1	4.7	0.0	0.0		54.9
Stone & related products	182.6	0.2	0.1	0.0			182.9
Textiles/apparel	792.3	0.8	0.0	0.8			793.9
Travel goods, leather, and hide	22.3	4.2		0.1	0.1	0.0	26.7
Vegetable products	349.5	1.0	0.0	4.4			354.9
Vehicles, vessels, and aircraft	1,415.7	9.7	11.8	4.0	1.7	0.1	1,443.0
Wood & related products	288.7	0.1		0.1		0.0	288.8
Total	15,771.3	85.7	80.4	35.3	5.9	1.1	15,979.6
% of Total	98.7%	0.5%	0.5%	0.2%	0.0%	0.0%	

Table 22: Imports Entering San Diego Cus. Dist. by Product & Continent, 2006

(In millions of US\$)	North			Cen. & So.			Total
	America	Asia	Europe	America	Oceania	Africa	
Armaments	1.0	1.2	0.7			0.0	2.9
Art & antiques	3.3	0.4	1.5	0.1	0.1	0.1	5.5
Base metals & related articles	1,150.3	45.5	19.5	0.8	0.3	0.0	1,216.4
Chemical products	133.7	14.4	29.6	0.3	0.1	0.0	178.1
Fats & waxes	5.9		0.0				5.9
Footwear & related products	66.0	59.3	0.2	3.3	0.5	0.0	129.2
Instruments	1,765.5	95.8	30.0	2.3	3.4	0.1	1,897.0
Live animals & animal products	101.4	0.0	0.0	0.4	0.1		101.9
Machinery & equipment	15,069.9	1,143.5	120.8	15.6	2.9	0.3	16,352.9
Mineral products	15.5	34.7	0.0		0.5		50.7
Other manufactures	1,124.8	249.3	6.7	0.7	1.8	1.5	1,384.8
Paper products	333.6	9.3	1.3	0.6	0.4		345.1
Plastics & rubber	580.7	52.1	12.1	0.6	2.1	0.0	647.6
Precious stones/metals/pearl	18.8	0.8	0.5	0.0	0.2	0.1	20.4
Prepared foodstuff	513.1	0.9	1.7	10.6	0.0	0.0	526.3
Special classification	1,079.3	54.4	13.3	17.5	2.0	0.7	1,167.3
Stone & related products	333.4	5.7	21.3	0.0	0.0	0.0	360.5
Textiles/apparel	854.4	62.1	3.4	5.9	0.2	0.4	926.5
Travel goods, leather, and hide	24.3	29.4	0.6	0.2	0.1	0.0	54.5
Vegetable products	933.2	0.8	0.5	164.5	24.8	0.0	1,123.7
Vehicles, vessels, and aircraft	2,365.0	3,931.4	1,887.2	0.1	0.1	0.6	8,184.4
Wood & related products	97.4	11.6	1.8	0.3	0.6	0.0	111.7
Total	26,570.3	5,802.5	2,152.7	223.8	40.1	3.8	34,793.3
% of Total	76.4%	16.7%	6.2%	0.6%	0.1%	0.0%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 23: Exports Through San Diego Cus. Dist. by Destination Country, 2006

(In millions of US\$)	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
Mexico	15,733.8	3.5	11.8	0.0%	0.1%	98.5%
Canada	37.5	14.5	7.4	38.7%	19.8%	0.2%
Singapore	24.6	0.9	22.3	3.5%	90.7%	0.2%
Ecuador	21.7	21.6	0.1	99.6%	0.4%	0.1%
China	18.4	8.5	9.4	46.0%	50.8%	0.1%
United Kingdom	15.8	0.6	14.9	4.0%	94.4%	0.1%
France	13.7	0.0	13.4	0.0%	97.6%	0.1%
Japan	13.6	3.1	10.3	23.2%	75.8%	0.1%
Germany	12.2	0.0	11.6	0.0%	95.1%	0.1%
China (exc. HK & M)	11.9	7.7	4.1	65.1%	34.7%	0.1%
Belgium	7.0	0.0	3.2	0.0%	46.6%	0.0%
Switzerland	6.8	0.0	6.8	0.0%	99.6%	0.0%
Hong Kong SAR	6.5	0.7	5.2	11.4%	80.0%	0.0%
Philippines	5.8	0.1	0.5	2.1%	9.5%	0.0%
All others (<US\$5 million)	68.8	10.3	53.2	14.9%	77.4%	0.4%
Total	15,979.6	63.1	165.0	0.4%	1.0%	100.0%

Table 24: Imports Entering San Diego Cus. Dist. by Country of Origin, 2006

(In millions of US\$)	Total Value	By Ships	By Air	% by Ships	% by Air	% of Total
Mexico	26,528.9	503.7	4.0	1.9%	0.0%	76.2%
Japan	4,235.0	4,052.6	10.3	95.7%	0.2%	12.2%
Germany	1,352.8	1,303.7	16.2	96.4%	1.2%	3.9%
China	660.6	267.0	117.0	40.4%	17.7%	1.9%
China (exc. HK & M)	639.6	250.9	116.2	39.2%	18.2%	1.8%
South Korea	474.1	34.9	10.1	7.4%	2.1%	1.4%
United Kingdom	240.0	205.2	24.8	85.5%	10.3%	0.7%
Slovakia	191.3	190.0	0.0	99.3%	0.0%	0.5%
Taiwan	188.5	83.2	10.2	44.1%	5.4%	0.5%
Finland	167.5	167.1	0.2	99.8%	0.1%	0.5%
Ecuador	144.1	144.0	0.0	99.9%	0.0%	0.4%
Malaysia	80.3	7.8	10.2	9.7%	12.7%	0.2%
Italy	58.1	44.1	4.8	75.8%	8.2%	0.2%
Canada	41.4	18.6	4.0	45.0%	9.7%	0.1%
Australia	34.9	26.9	7.1	77.0%	20.5%	0.1%
France	32.8	17.0	12.2	51.9%	37.3%	0.1%
Singapore	28.6	6.2	16.5	21.8%	57.9%	0.1%
Costa Rica	28.2	18.2	9.3	64.5%	33.0%	0.1%
Philippines	28.1	18.9	4.6	67.3%	16.4%	0.1%
Thailand	26.2	15.2	1.1	57.8%	4.2%	0.1%
Brazil	23.7	14.9	4.2	62.9%	17.7%	0.1%
Portugal	23.0	22.2	0.6	96.4%	2.5%	0.1%
Indonesia	21.3	11.7	2.7	55.0%	12.7%	0.1%
Hong Kong SAR	19.9	15.0	0.8	75.3%	3.9%	0.1%
India	18.2	6.6	10.6	36.6%	58.1%	0.1%
Vietnam	16.8	16.5	0.2	98.2%	1.5%	0.0%
Switzerland	14.5	0.2	8.8	1.5%	60.5%	0.0%
Israel	13.7	1.1	11.7	8.3%	85.7%	0.0%
Norway	12.9	10.9	1.9	84.8%	14.7%	0.0%
The Netherlands	12.8	4.3	4.7	33.8%	36.8%	0.0%
Belgium	12.0	7.0	2.0	58.6%	16.3%	0.0%
All others (<US\$10 million)	83.9	40.1	25.3	27.2%	45.2%	0.0%
Total	34,793.3	7,258.9	335.5	20.9%	1.0%	100.0%

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 25: Top Trading Partners of San Diego Customs District, 2006

(in US\$ millions) Country / Area	Exports	Imports	Two-way	Balance	% of total 2-way trade	Import-to- Export ratio
Mexico	15,733.8	26,528.9	42,262.7	-10,795.2	83.2%	1.7
Japan	13.6	4,235.0	4,248.6	-4,221.4	8.4%	312.2
Germany	12.2	1,352.8	1,365.1	-1,340.6	2.7%	110.7
China	18.4	660.6	679.0	-642.1	1.3%	35.8
China (exc. HK & M)	11.9	639.6	651.5	-627.7	1.3%	53.8
South Korea	4.2	474.1	478.3	-470.0	0.9%	114.1
United Kingdom	15.8	240.0	255.8	-224.2	0.5%	15.2
Taiwan	4.1	188.5	192.7	-184.4	0.4%	45.5
Slovakia	0.0	191.3	191.4	-191.3	0.4%	8,561.3
Finland	0.6	167.5	168.0	-166.9	0.3%	303.2
Ecuador	21.7	144.1	165.8	-122.4	0.3%	6.6
All others (<\$100 million)	155.2	610.3	765.5	-455.1	1.5%	3.9
Total	15,979.6	34,793.3	50,772.9	-18,813.7	100.0%	2.2

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 26: Imports from San Diego Customs District's Top Trading Partners, 2006

(in US\$ millions)	Mexico	Japan	Germany	China	So. Korea	U.K.	Slovakia	Taiwan	Finland	Ecuador
Armaments	1.0		0.5	1.1				0.1		
Art & antiques	3.3	0.2	0.1	0.1		0.8		0.0		
Base metals & related articles	1,148.9	6.5	3.1	11.9	12.6	2.6		9.7		
Chemical products	132.7	1.8	0.9	2.8	1.8	5.8		1.1	0.1	
Fats & waxes	5.9			0.0						
Footwear & related products	66.0	0.0	0.0	37.7	4.7	0.0		0.8		
Instruments	1,764.6	40.4	11.2	25.4	6.4	7.0	1.2	6.4	0.1	0.0
Live animals & animal products	101.3			0.0				0.0		0.2
Machinery & equipment	15,060.0	250.6	42.0	275.2	423.6	22.1	0.0	96.5	0.1	
Mineral products	15.5			0.2				31.8		
Other manufactures	1,123.0	6.1	0.5	219.0	10.6	1.8		6.6		0.0
Paper products	315.3	0.1	0.5	4.4	3.4	0.1		0.3		
Plastics & rubber	580.2	23.7	7.1	16.0	3.3	0.6	0.4	6.1	0.1	
Precious stones/metals/pearl	18.8		0.0	0.5	0.0		0.0	0.0		
Prepared foodstuff	513.0	0.7	0.0	0.1		0.3				9.7
Special classification	1,074.3	11.9	3.0	9.6	3.8	1.3		3.3		0.0
Stone & related products	333.1	0.6	16.8	2.5	0.5	1.4		1.7	0.1	
Textiles/apparel	853.1	0.8	0.2	27.6	2.7	0.1		2.3		0.0
Travel goods, leather, and hide	24.3		0.0	7.0	0.0	0.0	0.0	1.2		0.0
Vegetable products	933.2	0.4	0.0	0.2	0.0			0.1		134.2
Vehicles, vessels, and aircraft	2,364.2	3,891.1	1,266.7	14.9	0.6	196.2	189.7	20.3	167.1	
Wood & related products	97.2	0.0	0.1	4.4				0.3		0.0
Total	26,528.9	4,235.0	1,352.8	660.6	474.1	240.0	191.3	188.5	167.5	144.1

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 27: Exports Through the San Francisco Customs District, 2006

(In millions of US\$)

Product Group	Total Value	By Ships	By Air Freight	% by Ships	% by Air Freight	As % of Total
Electrical apparatus	10,064.2	125.9	9,937.9	1.3%	98.7%	24.3%
Electronic machinery	6,897.2	118.1	6,774.3	1.7%	98.2%	16.7%
Measuring devices	5,533.1	288.5	5,244.1	5.2%	94.8%	13.4%
Fruit & nuts	1,589.2	1,495.9	93.3	94.1%	5.9%	3.8%
Magnetic & radio record/playback dev.	1,487.7	96.3	1,391.1	6.5%	93.5%	3.6%
Household machinery	1,441.6	104.1	1,337.5	7.2%	92.8%	3.5%
Electric machinery	1,267.9	163.6	1,104.3	12.9%	87.1%	3.1%
Chemical compounds	908.6	774.5	134.1	85.2%	14.8%	2.2%
Raw fuel	864.3	863.7	0.6	99.9%	0.1%	2.1%
Animal meat	818.9	818.0	1.0	99.9%	0.1%	2.0%
Misc. chemical products	791.8	226.6	565.2	28.6%	71.4%	1.9%
Flying devices & parts	692.4	40.1	652.1	5.8%	94.2%	1.7%
Medical products	669.8	33.4	636.4	5.0%	95.0%	1.6%
Water & alcoholic beverages	628.0	616.5	11.5	98.2%	1.8%	1.5%
Engines, pumps	492.1	169.2	322.9	34.4%	65.6%	1.2%
Motor vehicles	459.6	356.7	102.9	77.6%	22.4%	1.1%
Machine tools	449.0	54.2	394.8	12.1%	87.9%	1.1%
Iron alloys, steel, & related products	442.7	410.3	32.4	92.7%	7.3%	1.1%
Animal skin & leather & related products	413.6	385.8	27.8	93.3%	6.7%	1.0%
Machinery	344.1	96.0	248.2	27.9%	72.1%	0.8%
Plastics & polymers & related products	342.2	215.4	126.8	62.9%	37.1%	0.8%
Silk, wool, and fabrics	287.2	286.9	0.3	99.9%	0.1%	0.7%
Military weapons, firearms	284.2	97.2	186.9	34.2%	65.8%	0.7%
Aluminum products	274.5	247.2	27.3	90.1%	9.9%	0.7%
Grain	272.7	272.6	0.1	100.0%	0.0%	0.7%
Recovered wood products	266.5	266.5	0.0	100.0%	0.0%	0.6%
Power generating machinery, engines	215.7	198.9	16.8	92.2%	7.8%	0.5%
Edible plants & parts	177.4	176.3	1.2	99.3%	0.7%	0.4%
Other, nonclassified products	170.9	18.1	19.1	10.6%	11.2%	0.4%
Copper products	159.7	146.1	13.6	91.5%	8.5%	0.4%
Toys	153.7	103.1	50.6	67.1%	32.9%	0.4%
Vegetables	145.1	134.3	10.8	92.6%	7.4%	0.4%
Coloring products	130.4	59.2	71.2	45.4%	54.6%	0.3%
Milk & related products, honey, eggs	123.7	122.6	1.1	99.1%	0.9%	0.3%
Misc food products	119.1	109.6	9.5	92.0%	8.0%	0.3%
Beans, seeds	111.6	92.7	18.9	83.0%	17.0%	0.3%
Agricultural machinery	103.9	61.0	42.9	58.7%	41.3%	0.3%
Precious stones, pearls	103.9	35.2	68.7	33.9%	66.1%	0.3%
All other items (< US\$100 million)	1,709.8	1,138.4	571.4	66.6%	33.4%	4.1%
Total	41,407.9	11,018.3	30,249.6	26.6%	73.1%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 28: Imports Entering the San Francisco Customs District, 2006

(Customs value in millions of US\$)

Product Group	Total Value	By Ships	By Air Freight	% by Ships	% by Air Freight	As % of Total
Electronic machinery	17,043.7	4,477.2	12,562.5	26.3%	73.7%	24.5%
Electrical apparatus	10,837.5	590.0	10,243.0	5.4%	94.5%	15.5%
Raw fuel	8,342.0	8,341.9	0.1	100.0%	0.0%	12.0%
Electric machinery	4,411.2	840.3	3,565.9	19.1%	80.8%	6.3%
Motor vehicles	3,699.0	3,632.6	65.9	98.2%	1.8%	5.3%
Magnetic & radio record/playback dev.	3,219.5	790.1	2,427.2	24.5%	75.4%	4.6%
Measuring devices	2,429.4	307.4	2,120.2	12.7%	87.3%	3.5%
Other, nonclassified products	1,719.5	97.7	1,609.4	5.7%	93.6%	2.5%
Water & alcoholic beverages	1,409.5	1,291.2	11.3	91.6%	0.8%	2.0%
Apparel	1,389.0	1,176.3	212.6	84.7%	15.3%	2.0%
Iron alloys, steel, & related products	1,198.4	1,167.8	30.4	97.4%	2.5%	1.7%
Furniture & prefab. buildings	1,092.0	1,069.7	22.2	98.0%	2.0%	1.6%
Misc. chemical products	747.8	50.6	697.2	6.8%	93.2%	1.1%
Chemical compounds	731.4	377.0	354.2	51.5%	48.4%	1.0%
Toys	729.8	593.6	136.0	81.3%	18.6%	1.0%
Plastics & polymers & related products	665.3	595.0	70.3	89.4%	10.6%	1.0%
Machinery	574.9	384.2	190.4	66.8%	33.1%	0.8%
Articles of wood	534.7	514.6	20.0	96.2%	3.7%	0.8%
Engines, pumps	462.2	284.5	177.5	61.5%	38.4%	0.7%
Coffee, tea, pepper, seeds	436.0	435.0	1.0	99.8%	0.2%	0.6%
Aluminum products	410.9	251.3	159.4	61.2%	38.8%	0.6%
Footwear	385.1	355.4	29.5	92.3%	7.7%	0.6%
Rubber & related products	382.5	370.2	12.3	96.8%	3.2%	0.5%
Building stone and materials	330.4	247.7	82.6	75.0%	25.0%	0.5%
Furnishing & bedding	322.5	310.6	11.9	96.3%	3.7%	0.5%
Machine tools	310.8	109.3	201.3	35.2%	64.8%	0.4%
Optical & photographic products	303.5	53.4	250.0	17.6%	82.4%	0.4%
Precious stones, pearls	288.0	10.5	254.6	3.6%	88.4%	0.4%
Power generating machinery, engines	275.8	263.5	12.3	95.5%	4.5%	0.4%
Paper & related products	248.8	240.6	8.1	96.7%	3.3%	0.4%
Sugar & similar products	245.7	245.4	0.3	99.9%	0.1%	0.4%
Medical products	241.1	43.9	197.2	18.2%	81.8%	0.3%
Glass & related products	238.7	136.2	102.4	57.1%	42.9%	0.3%
Wood	218.7	218.5	0.2	99.9%	0.1%	0.3%
Animal skin & leather & related products	218.0	175.2	41.6	80.4%	19.1%	0.3%
Edible plants & parts	215.5	215.1	0.4	99.8%	0.2%	0.3%
Photographic products	205.2	13.7	191.5	6.7%	93.3%	0.3%
Misc. metal products	203.2	180.5	22.7	88.8%	11.2%	0.3%
Fats & edible oils	199.1	193.9	5.2	97.4%	2.6%	0.3%
Printed materials	176.3	159.2	17.1	90.3%	9.7%	0.3%
Animal meat	175.2	173.2	2.1	98.8%	1.2%	0.3%
Minerals	152.4	152.3	0.1	99.9%	0.1%	0.2%
Agricultural machinery	144.6	95.5	48.9	66.0%	33.9%	0.2%
Art & collectors' items	106.3	14.1	91.4	13.2%	85.9%	0.2%
Ceramic products	106.2	83.7	22.5	78.8%	21.2%	0.2%
Pasta, bread, & similar products	105.1	104.8	0.3	99.7%	0.3%	0.2%
All other items (< US\$100 million)	1,825.3	1,498.4	324.5	82.1%	17.8%	2.6%
Total	69,707.9	32,932.9	36,607.7	47.2%	52.5%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 29: Exports Through San Francisco C.D. by Product & Continent, 2006

(In millions of US\$)

	Asia	Europe	Oceania	North America	Cen.&So. America	Africa	Total
Armaments	249.2	1.4	33.6	0.0			284.2
Art & antiques	24.3	38.4	1.4	0.9	0.1	0.0	65.2
Base metals & related articles	941.6	82.6	18.2	11.6	2.6	4.0	1,060.6
Chemical products	1,570.5	1,093.6	56.1	16.5	5.4	4.0	2,746.1
Fats & waxes	37.9	2.3	0.3		0.0	0.7	41.2
Footwear & related products	8.1	1.4	0.5	0.3	0.1	1.2	11.7
Instruments	4,013.3	1,404.7	89.9	64.2	45.7	13.4	5,631.2
Live animals & animal products	936.6	11.2	37.7	0.8	3.6	5.0	995.0
Machinery & equipment	18,587.0	3,360.0	215.6	430.8	73.2	132.0	22,798.6
Mineral products	316.9	89.9	13.8	220.6	314.7	3.3	959.2
Other manufactures	128.7	22.9	45.2	4.3	4.1	18.7	223.9
Paper products	368.5	19.9	9.0	4.2	3.9	0.3	405.8
Plastics & rubber	287.3	75.8	12.8	2.5	3.9	0.8	383.2
Precious stones/metals/pearl	26.4	27.3	22.8	26.4	0.3	0.6	103.9
Prepared foodstuff	687.4	475.5	49.7	3.9	11.1	6.9	1,234.5
Special classification	119.7	16.6	22.9	3.6	1.7	6.4	170.9
Stone & related products	84.3	12.4	2.6	0.4	0.7	0.1	100.4
Textiles/apparel	322.1	14.4	1.3	2.0	4.4	1.1	345.3
Travel goods, leather, and hide	403.9	8.5	0.8	0.3	0.0	0.0	413.6
Vegetable products	1,410.6	677.2	72.0	3.3	22.4	16.2	2,201.7
Vehicles, vessels, and aircraft	597.5	154.2	292.0	123.7	3.1	4.9	1,175.5
Wood & related products	45.3	3.7	2.5	0.0	4.4	0.5	56.4
Total	31,167.3	7,594.0	1,000.5	920.4	505.5	220.2	41,407.9
% of Total	75.3%	18.3%	2.4%	2.2%	1.2%	0.5%	

Table 30: Imports Entering San Francisco C.D. by Product & Continent, 2006

	Asia	Europe	Cen. & So. America	Africa	Oceania	North America	Total
Armaments	17.7	4.3	1.1	0.0	0.1	0.0	23.2
Art & antiques	30.9	70.0	0.3	2.6	2.1	0.5	106.3
Base metals & related articles	1,775.3	198.8	6.9	7.7	42.7	1.7	2,033.1
Chemical products	1,135.8	768.7	84.6	1.3	7.5	136.1	2,133.9
Fats & waxes	122.1	66.6	4.6	6.7	6.5		206.5
Footwear & related products	446.3	28.9	2.8	0.1	0.1	1.4	479.7
Instruments	1,939.3	795.9	1.8	1.8	17.5	10.3	2,766.7
Live animals & animal products	113.1	30.8	4.8	0.2	177.2	1.3	327.5
Machinery & equipment	34,441.8	2,546.7	58.2	4.9	35.2	320.6	37,407.4
Mineral products	4,452.5	327.7	2,499.1	1,074.7	3.3	153.8	8,511.1
Other manufactures	1,801.7	89.4	2.4	2.4	2.8	0.7	1,899.3
Paper products	361.3	58.3	1.0	0.4	3.0	1.3	425.2
Plastics & rubber	865.8	161.0	6.5	4.6	9.0	0.9	1,047.8
Precious stones/metals/pearl	241.6	2.7	1.2	0.5	31.4	10.6	288.0
Prepared foodstuff	511.0	889.4	264.7	18.0	360.7	178.6	2,222.4
Special classification	1,181.3	428.4	9.7	1.9	34.2	63.8	1,719.5
Stone & related products	479.7	170.9	22.4	1.0	1.0	0.2	675.2
Textiles/apparel	1,770.1	52.9	14.9	14.3	4.1	2.3	1,858.6
Travel goods, leather, and hide	196.4	17.3	2.1	0.6	1.2	0.3	218.0
Vegetable products	344.7	86.4	329.4	32.9	16.7	24.1	834.2
Vehicles, vessels, and aircraft	3,290.0	199.7	4.1	1.9	272.6	2.5	3,770.8
Wood & related products	199.8	333.2	123.8	1.1	73.8	21.6	753.4
Total	55,718.1	7,328.4	3,446.7	1,179.6	1,102.5	932.6	69,707.9
% of Total	79.9%	10.5%	4.9%	1.7%	1.6%	1.3%	

Table 31: Exports Through San Francisco C.D. by Destination Country, 2006

(In millions of US\$)

Country / Area	Total Value	By Ships	By Air Freight	% by Ships	% by Air Freight	% of Total
Japan	7,591.9	2,800.1	4,775.5	36.9%	62.9%	18.3%
China	6,346.4	2,080.3	4,233.8	32.8%	66.7%	15.3%
China (exc. HK & M)	4,354.2	1,653.0	2,671.5	38.0%	61.4%	10.5%
South Korea	4,341.7	967.7	3,348.9	22.3%	77.1%	10.5%
Taiwan	4,099.2	794.8	3,292.9	19.4%	80.3%	9.9%
Singapore	3,151.7	291.8	2,849.1	9.3%	90.4%	7.6%
Hong Kong SAR	1,961.8	422.5	1,537.1	21.5%	78.3%	4.7%
Malaysia	1,949.3	155.0	1,792.6	8.0%	92.0%	4.7%
Germany	1,695.5	342.6	1,351.2	20.2%	79.7%	4.1%
Philippines	1,479.8	154.4	1,320.7	10.4%	89.2%	3.6%
United Kingdom	1,470.1	385.7	1,079.6	26.2%	73.4%	3.6%
The Netherlands	1,194.5	174.8	1,017.0	14.6%	85.1%	2.9%
Thailand	902.5	163.1	738.8	18.1%	81.9%	2.2%
Australia	865.6	330.5	534.7	38.2%	61.8%	2.1%
France	637.2	174.5	460.3	27.4%	72.2%	1.5%
Italy	555.4	111.8	443.3	20.1%	79.8%	1.3%
Mexico	507.1	108.3	394.3	21.4%	77.8%	1.2%
India	447.1	203.8	241.9	45.6%	54.1%	1.1%
Canada	413.3	124.6	285.2	30.1%	69.0%	1.0%
Switzerland	371.4	37.6	333.5	10.1%	89.8%	0.9%
Belgium	326.2	132.5	193.5	40.6%	59.3%	0.8%
Chile	272.0	254.0	18.0	93.4%	6.6%	0.7%
Spain	223.1	164.6	57.6	73.8%	25.8%	0.5%
Ireland	206.6	9.7	196.8	4.7%	95.2%	0.5%
Indonesia	194.5	146.0	44.0	75.1%	22.6%	0.5%
United Arab Emirates	159.4	97.9	61.4	61.4%	38.5%	0.4%
Sweden	137.0	25.4	111.5	18.6%	81.4%	0.3%
Israel	135.3	29.0	105.5	21.5%	78.0%	0.3%
Russia	122.9	37.3	85.6	30.3%	69.7%	0.3%
Hungary	96.8	2.6	94.2	2.6%	97.4%	0.2%
Vietnam	92.6	73.8	18.8	79.7%	20.3%	0.2%
Republic Of South Africa	88.9	33.2	55.6	37.3%	62.6%	0.2%
Finland	77.5	27.6	49.8	35.6%	64.3%	0.2%
New Zealand	77.1	39.0	38.0	50.6%	49.3%	0.2%
Egypt	76.1	8.2	67.1	10.8%	88.2%	0.2%
Saudi Arabia	69.1	44.5	24.3	64.4%	35.1%	0.2%
Austria	66.0	9.8	56.1	14.9%	84.9%	0.2%
Turkey	61.1	21.2	39.9	34.7%	65.2%	0.1%
Denmark	58.0	33.3	24.6	57.5%	42.4%	0.1%
Panama	54.1	52.5	1.6	97.1%	2.9%	0.1%
Pakistan	50.9	40.9	10.0	80.4%	19.6%	0.1%
All others (<US\$50 million)	773.3	338.6	427.6	43.8%	55.3%	1.9%
Total	41,407.9	11,018.3	30,249.6	26.6%	73.1%	100.0%

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 32: Imports Entering San Francisco C.D. by Country of Origin, 2006

(Customs basis in million US\$)

Country / Area	Total Value	By Ships	By Air Freight	% by Ships	% by Air Freight	% of Total
China	15,417.5	8,920.7	6,473.4	57.9%	42.0%	22.1%
China (exc. HK & M)	14,794.9	8,731.7	6,055.1	59.0%	40.9%	21.2%
Japan	10,893.5	5,138.3	5,753.5	47.2%	52.8%	15.6%
Malaysia	7,416.8	512.5	6,902.0	6.9%	93.1%	10.6%
Taiwan	4,968.6	1,117.7	3,848.5	22.5%	77.5%	7.1%
South Korea	4,642.3	1,821.6	2,820.1	39.2%	60.7%	6.7%
Saudi Arabia	3,090.3	3,090.1	0.2	100.0%	0.0%	4.4%
Thailand	2,998.4	713.0	2,282.9	23.8%	76.1%	4.3%
Singapore	2,071.4	147.4	1,920.1	7.1%	92.7%	3.0%
Philippines	1,787.0	328.8	1,455.4	18.4%	81.4%	2.6%
Germany	1,685.1	551.8	1,132.3	32.7%	67.2%	2.4%
Ecuador	1,488.6	1,488.0	0.6	100.0%	0.0%	2.1%
Portugal	884.5	143.7	740.8	16.2%	83.7%	1.3%
France	828.7	644.9	182.1	77.8%	22.0%	1.2%
Australia	812.9	725.0	87.8	89.2%	10.8%	1.2%
United Kingdom	806.1	207.9	596.1	25.8%	74.0%	1.2%
Italy	697.4	460.7	236.5	66.1%	33.9%	1.0%
Colombia	597.5	596.1	1.4	99.8%	0.2%	0.9%
Hong Kong SAR	583.8	157.9	410.6	27.1%	70.3%	0.8%
Indonesia	570.7	382.7	187.9	67.1%	32.9%	0.8%
Mexico	563.2	191.7	266.8	34.0%	47.4%	0.8%
Angola	496.0	496.0	0.0	100.0%	0.0%	0.7%
Algeria	488.6	488.6	0.0	100.0%	0.0%	0.7%
Iraq	408.3	408.2	0.1	100.0%	0.0%	0.6%
The Netherlands	407.4	230.4	176.9	56.6%	43.4%	0.6%
Canada	369.3	205.6	149.8	55.7%	40.6%	0.5%
Switzerland	349.9	82.4	267.2	23.6%	76.4%	0.5%
Brazil	341.2	323.7	17.5	94.9%	5.1%	0.5%
India	328.1	262.0	65.7	79.8%	20.0%	0.5%
Spain	277.9	179.1	98.8	64.4%	35.6%	0.4%
Vietnam	267.4	254.6	12.7	95.2%	4.8%	0.4%
New Zealand	262.2	247.0	15.2	94.2%	5.8%	0.4%
Israel	227.5	49.5	177.7	21.8%	78.1%	0.3%
Oman	211.8	210.7	0.7	99.5%	0.3%	0.3%
Sweden	201.3	145.7	55.2	72.4%	27.4%	0.3%
Chile	197.3	189.7	7.6	96.2%	3.8%	0.3%
Hungary	175.6	10.7	164.9	6.1%	93.9%	0.3%
Venezuela	162.3	162.1	0.1	99.9%	0.0%	0.2%
Peru	159.7	155.9	3.7	97.7%	2.3%	0.2%
Denmark	149.8	128.9	20.9	86.0%	14.0%	0.2%
Costa Rica	133.8	94.2	39.5	70.4%	29.6%	0.2%
Belgium	122.0	54.2	67.8	44.4%	55.6%	0.2%
Ireland	118.5	28.1	90.3	23.7%	76.2%	0.2%
Norway	118.0	72.9	45.2	61.7%	38.3%	0.2%
Yemen Arab Republic	112.1	112.1	0.0	100.0%	0.0%	0.2%
All other items (< US\$100 million)	1,440.1	1,189.1	249.3	82.6%	17.3%	2.1%
Total	69,707.9	32,932.9	36,607.7	47.2%	52.5%	

Source: US Dept. of Commerce, Bureau of the Census, U.S. Merchandise Trade 2006

Table 33: California Exports by Destination Country (Origin of Movement Series)

Country	1997	1998r	1999r	2000r	2001	2002	2003	2004	2005	2006
Mexico	11,133.2	12,177.4	13,559.2	17,515.5	16,343.1	16,076.3	14,871.8	17,239.4	17,702.5	19,633.0
China	5,719.6	5,541.6	6,048.2	7,726.9	8,648.2	8,184.0	9,658.4	11,972.8	12,770.1	14,836.5
Canada	10,759.1	11,875.6	12,381.6	14,075.9	11,816.0	10,075.3	11,231.6	12,111.2	13,212.5	14,194.0
Japan	16,129.5	13,496.4	12,893.8	16,444.1	14,635.1	11,105.5	11,754.7	13,323.2	13,497.8	13,983.5
South Korea	5,913.9	3,683.0	5,343.1	6,917.4	5,034.9	4,711.8	4,833.3	5,912.1	6,344.8	7,046.0
Taiwan	5,684.2	5,170.9	5,398.5	7,362.5	5,664.5	5,391.4	4,443.0	5,362.4	5,383.3	5,638.3
United Kingdom	5,022.7	5,359.3	5,074.4	5,984.5	5,588.8	4,347.3	4,360.0	5,206.0	5,029.1	5,062.8
Singapore	5,355.4	4,467.9	4,604.5	5,011.1	4,226.8	3,298.4	3,370.8	4,161.4	3,780.6	4,605.1
Germany	3,799.1	4,420.6	4,329.1	5,263.1	4,657.4	3,480.1	3,559.7	3,682.9	4,266.1	4,540.5
Netherlands	3,093.5	3,654.4	3,987.0	4,958.7	4,318.2	3,577.2	3,412.2	3,813.9	3,622.4	4,041.8
Australia	2,254.0	2,402.0	2,185.2	2,442.0	2,084.5	1,910.1	1,899.4	2,243.2	2,465.5	2,812.8
Malaysia	2,854.6	2,317.1	2,092.0	2,978.4	2,554.2	1,998.6	1,730.8	2,002.4	1,942.2	2,514.0
France	2,306.4	2,310.0	2,254.5	2,942.8	2,242.0	1,885.4	1,915.1	2,955.1	2,691.9	2,435.0
Belgium	1,082.2	1,243.7	1,032.5	1,087.0	1,131.7	1,244.9	1,425.1	1,713.7	1,758.9	1,886.0
Italy	1,104.4	1,167.1	1,276.3	1,534.3	1,393.9	1,095.3	1,355.1	1,229.6	1,439.6	1,873.2
India	406.3	425.4	416.1	596.3	635.8	674.3	850.4	1,026.1	1,341.5	1,689.2
Thailand	2,106.7	1,202.5	1,224.8	2,022.4	1,790.1	1,242.2	1,215.6	1,503.7	1,692.4	1,663.9
Brazil	1,043.5	1,155.7	1,240.8	1,298.8	1,184.0	782.6	819.9	1,203.1	1,417.6	1,607.1
Israel	608.9	644.7	867.8	1,073.8	812.2	740.5	752.9	992.5	1,448.2	1,550.4
Philippines	1,884.7	1,402.1	1,492.6	1,930.6	2,011.3	1,100.6	1,008.1	1,036.4	1,147.4	1,386.5
Switzerland	1,280.8	1,089.2	867.7	960.0	844.8	708.9	602.5	830.4	982.4	1,302.5
Spain	613.6	669.6	698.0	814.5	719.8	557.5	686.8	901.1	974.9	1,000.8
United Arab Emirates	174.0	193.1	189.1	212.9	225.8	262.8	279.7	398.5	1,141.0	942.3
Sweden	706.5	697.9	595.6	687.8	614.2	627.3	613.7	603.3	687.7	865.2
New Zealand	346.1	315.9	347.7	363.0	340.9	345.1	376.0	424.1	584.2	842.0
Ireland	726.8	989.7	1,131.9	1,231.0	1,030.4	956.6	1,125.1	901.9	998.2	795.3
Chile	321.5	312.9	279.1	283.3	280.6	244.5	212.4	233.9	498.8	601.7
Indonesia	847.1	312.6	254.2	410.8	455.6	481.4	405.2	461.1	515.4	520.9
Russia	244.4	371.2	314.0	143.2	167.0	152.0	220.2	265.7	312.9	370.6
South Africa	253.4	315.9	244.8	244.2	212.0	191.3	236.4	248.1	295.8	328.1
Finland	240.7	324.6	315.9	343.7	304.2	255.2	257.5	237.3	286.6	320.0
Denmark	269.4	239.0	224.9	245.5	244.0	219.0	238.4	305.6	310.9	316.7
Saudi Arabia	626.8	1,269.7	744.9	371.6	222.0	175.7	198.1	191.9	232.2	315.0
Turkey	460.5	288.6	228.1	258.4	220.3	175.4	163.1	208.9	350.3	305.1
All others	3,802.3	4,267.3	3,791.2	3,937.2	4,161.0	3,957.3	3,926.4	5,078.5	5,712.1	5,960.9
World Total	99,160.8	95,768.0	97,920.1	119,640.4	106,777.0	92,214.3	99,726.8	109,967.8	116,818.6	127,746.1

Source: WISERTrade, Holyoke Community College, Origin of Movement Series

Table 34: California Exports by Product Category (Origin of Movement Series)

Product Category	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Computer and electronic products	47,380.1	45,594.2	49,457.2	61,447.3	50,311.4	39,671.9	36,714.7	42,247.2	41,751.5	44,547.0
Transportation equipment	9,598.9	10,227.3	8,800.8	8,158.3	8,445.3	7,099.7	8,643.6	11,759.5	13,324.6	13,497.9
Machinery, except electrical	9,733.7	8,426.4	8,720.7	13,774.4	10,695.3	9,517.6	9,433.9	12,593.0	13,131.0	14,865.3
Chemicals	4,196.2	4,092.4	4,015.9	4,774.7	5,189.5	5,417.8	5,963.7	6,644.1	7,212.4	8,689.3
Miscellaneous manufactured commodities	3,637.7	3,580.6	3,757.4	4,106.6	4,369.8	4,497.7	4,883.9	5,641.3	6,425.3	7,381.0
Agricultural products	3,596.8	3,485.7	2,859.2	3,589.9	3,916.5	3,990.9	4,784.2	5,204.4	6,048.1	6,391.4
Food and kindred products	3,364.1	3,208.8	3,199.2	3,433.7	3,900.6	3,550.9	4,168.2	4,158.9	4,626.8	5,224.5
Electrical equipment, appliances, and component	3,126.6	2,816.0	2,897.2	3,967.7	3,325.3	2,988.5	2,936.4	3,440.2	3,721.0	4,449.9
Fabricated metal products, NESOI	1,815.6	2,157.5	1,915.6	2,094.9	2,450.3	2,157.9	2,298.7	2,590.2	3,051.4	3,559.6
Waste and scrap	742.8	558.6	602.4	899.0	1,040.7	1,059.6	1,424.3	1,947.6	2,438.1	3,381.3
Plastics and rubber products	1,379.6	1,195.9	1,324.9	1,668.8	1,639.2	1,537.9	1,575.1	1,734.3	1,958.0	2,118.2
Primary metal manufacturing	1,076.4	1,323.5	957.8	1,270.5	1,114.3	1,013.0	1,167.5	1,340.0	1,626.5	1,942.0
Petroleum and coal products	1,044.9	717.1	700.6	921.5	1,007.3	834.1	892.2	939.8	1,552.3	1,777.5
Apparel and accessories	1,169.9	1,030.5	1,018.3	1,128.9	1,119.9	1,115.6	1,040.5	1,042.9	1,234.2	1,280.8
Paper	893.9	887.4	958.5	1,090.3	1,066.3	1,051.4	1,069.2	1,148.9	1,080.1	1,097.9
Beverages and tobacco products	534.0	620.1	590.1	621.8	660.3	655.5	742.8	928.5	773.1	994.1
Textiles and fabrics	332.8	362.7	407.6	464.4	553.7	613.8	650.3	726.8	743.3	688.8
Printing, publishing and similar products	556.3	627.9	595.8	661.5	667.1	578.8	546.5	548.6	569.6	479.6
Nonmetallic mineral products	441.9	423.3	485.1	740.9	800.4	733.4	540.0	592.6	526.2	591.4
Wood products	424.8	393.5	412.9	473.1	428.7	392.7	402.7	422.6	425.6	467.4
Prepackaged software							110.4	204.8	355.6	395.1
Used or second-hand merchandise	283.3	342.6	283.1	308.8	247.6	215.5	227.9	285.8	334.3	432.2
Leather and allied products	195.2	162.7	200.2	247.1	259.9	214.5	264.3	302.2	329.5	360.4
Furniture and fixtures	259.9	277.5	253.1	332.8	273.3	259.9	251.9	274.5	293.2	324.4
Fish and other marine products	207.2	122.3	170.2	199.4	190.9	177.0	187.8	209.4	235.7	201.7
Textile mill products	130.2	134.0	140.8	149.8	152.9	150.4	156.7	166.7	174.5	187.8
Minerals and ores	125.5	104.7	99.5	136.8	138.7	115.5	179.9	139.4	139.1	119.5
Oil and gas	69.4	47.2	35.0	75.2	53.2	70.2	315.5	145.7	113.0	198.1
Livestock and livestock products	100.4	84.0	66.6	60.2	46.5	45.7	61.3	48.6	90.5	89.9
Forestry products, NESOI	54.6	51.5	43.6	33.0	36.0	41.9	45.7	46.9	41.1	35.3
Goods returned to Canada (exp. only); U.S.goods	154.6	161.2	129.7	146.1	152.5	89.9	70.1	58.6	9.4	7.2
Special classification provisions, NESOI	2,533.5	2,550.9	2,820.9	2,662.8	2,523.4	2,355.2	2,245.1	2,434.1	2,483.6	1,969.5
Total all industries	99,160.8	95,768.0	97,920.1	119,640.4	106,777.0	92,214.3	93,994.9	109,967.8	116,818.6	127,746.1

Source: WISERTrade, Holyoke Community College, Origin of Movement Series